



Management Plan 2024

DG MOVE

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Introduction

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

Under the leadership of Commissioner Vălean, the Directorate-General for Mobility and Transport (DG MOVE) is in charge of developing mobility and transport policies for the European Union. Transport is key to the quality of people's lives, to the resilience and competitiveness of our economies and to turning climate and environmental challenges into opportunities. DG MOVE endeavours to ensure that the transport sector offers services that are attractive for users, workers and business. This means clear rules, reliable funding, innovation and development and business opportunities both in the EU and beyond, to make transport sustainable, efficient, safe, affordable and accessible — for everyone. Transport will contribute to a Union that strives for more, as defined in President von der Leyen's six headline ambitions. While delivering freedom for people, services and goods to move unhindered within our Union, EU transport policy directly feeds into the five political priorities: (i) a European Green Deal, (ii) a Europe fit for the digital age, (iii) an economy that works for people, (iv) a stronger Europe in the world and (v) promoting our European way of life. Transport is a central part of the European Green Deal and DG MOVE contributes significantly to harnessing the potential of the twin climate and digital transitions. DG MOVE's work aims at reinforcing transport resilience and better coordinated policy responses. The Sustainable and Smart Mobility Strategy provides the overall guiding framework.

In 2024, DG MOVE will continue to be actively involved in the response to Russia's war of aggression against Ukraine, including ensuring the smooth functioning of EU-Ukraine Solidarity Lanes, and connecting Ukraine to the EU Single Market. DG MOVE will also continue contributing to the economic recovery, in particular through the work on investment under the Recovery and Resilience Facility, and disbursement of funding from the Connecting Europe Facility.

There are several challenges for 2024, which will see the end of the term of the European Parliament and the Commission. DG MOVE will aim at finalising the inter-institutional negotiations on as many of the remaining open proposals as possible, to deliver on the Commission commitments made in the Sustainable and Smart Mobility Strategy. This will be challenging given the early Parliamentary recess. DG MOVE will also work on preparing the institutional transition. This will happen in a difficult environment marked by uncertainties about the development of Russia's war of aggression against Ukraine, as well as challenging economic and social conditions.

All key developments will be accompanied by external communication activities via DG MOVE's [Social media](#) and [website](#), with the aim to reach relevant stakeholders and multipliers. This will be particularly important in the election year.

PART 1. Delivering on the Commission’s priorities: main outputs for 2024

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



General objective 1: A European Green Deal

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

In line with the Sustainable and Smart Mobility Strategy ⁽¹⁾ and the European Green Deal ⁽²⁾, DG MOVE's work in 2024 will focus on **reducing the emissions of the transport sector and making it more sustainable**.

DG MOVE will work on implementation of the FuelEU Maritime and ReFuelEU Aviation Regulations, and the Regulation on Alternative Fuel Infrastructure (AFIR) ⁽³⁾, that were part of the **Fit for 55 Package**.

For **AFIR**, this will include several delegated and implementing acts on alternative fuels data and certification, verification activities, data governance and standardisation of communication exchange. DG MOVE will closely work with Member States and stakeholders in the Sustainable Transport Forum on a smooth implementation, including recommendations on different topics such as recharging infrastructure for heavy-duty vehicles or hydrogen refuelling infrastructure. DG MOVE will prepare a technical readiness of heavy-duty vehicles report. DG MOVE will also continue working on an initiative on greening of corporate fleets, and prepare and adopt the required Implementing Act on Member States' reporting obligations under the Clean Vehicles Directive.

DG MOVE will manage the implementation of the **FuelEU Maritime Regulation** including the development of secondary legislation and the FuelEU Database. The initiative, which will enter fully into force from January 2025, promotes the use of renewable and low-carbon fuels and clean energy technologies for ships, essential to support the decarbonisation in the sector. The **European Sustainable Shipping Forum** will continue to serve as a key platform for consulting stakeholders to address all the environmental sustainability challenges confronting the EU maritime transport sector.

DG MOVE will also implement **ReFuelEU Aviation**, including through issuing Interpretative Guidelines on the application of the exemptions concerning refuelling obligation for aircraft operators.

DG MOVE will bring forward a pipeline of investment projects in cooperation with the **Renewable and Low-Carbon Fuels Value Chain Alliance**.

Given the global dimension of the environmental issues and of the transport sector, DG MOVE will also engage in the international work on reducing carbon emissions notably **at**

⁽¹⁾ COM(2020) 789

⁽²⁾ COM(2019) 640




⁽³⁾ Regulation (EU) 2023/1804

the International Maritime Organisation (IMO) and the International Civil Aviation Organization (ICAO).

DG MOVE will support **the roll-out of sustainable urban mobility plans in urban nodes**, including by providing streamlined guidance material, trainings and by supporting the creation of national Sustainable Urban Mobility Programmes, and will continue to develop the EU approach to sustainable urban mobility indicators. DG MOVE will follow up on the **European Declaration on Cycling**.

DG MOVE will continue enforcing the aviation rules, in particular the **Balanced Approach Regulation with regard to the noise-related operating restrictions**. DG MOVE will continue to work with the co-legislators to find a compromise on the proposal for a more modern, efficient and sustainable **European Single Sky**. The Network Management Board will be renewed.

DG MOVE will lead the work with DG ENER and DG CNECT on the  ⁽⁴⁾ **interim evaluation of the Connecting Europe Facility 2021-2027**. It will measure the progress in achieving the programme's objectives: the development of the trans-European networks in the transport, energy and digital sectors and facilitating renewable energy cross-border cooperation.

DG MOVE will work on advancing inter-institutional negotiations proposed by the Commission in the **Greening freight package** ⁽⁵⁾ aimed at modernising freight transport and improving its energy and operational efficiency, including the revision of the  **Directive on maximum weights and dimensions of heavy-duty vehicles** ⁽⁶⁾, the proposal on  **Rail capacity management** ⁽⁷⁾, the proposal on **CountEmissions EU** ⁽⁸⁾ and the proposed revision of the  **Combined Transport Directive** ⁽⁹⁾. To complement this framework, DG MOVE will also continue preparatory work on the revision of **the certification of EU train drivers**, on guidelines for rail track access charges as well as on the review of the **roadworthiness package**.

DG MOVE will work on a **Policy Framework for Hyperloop** that would focus on safety, security and environmental performance, and on developing a fully interoperable system.

DG MOVE will support the inter-institutional negotiations on the revised Directive on **Ship-source pollution and penalties for pollution offences** ⁽¹⁰⁾. The revision will, among

⁽⁴⁾ Initiatives that are part of the 2024 CWP are marked with the following icon 

⁽⁵⁾ This initiative is a follow-up to the Conference on the Future of Europe, COM(2022) 404

⁽⁶⁾ COM(2023) 445


⁽⁷⁾ COM(2023) 443

⁽⁸⁾ COM(2023) 0441. This initiative is a follow-up to the Conference on the Future of Europe, COM(2022) 404.

⁽⁹⁾ COM(2023) 702

⁽¹⁰⁾ COM(2023) 273. This initiative is a follow-up to the Conference on the Future of Europe, COM(2022) 404

other issues, ensure alignment with the International Convention for the Prevention of Pollution from Ships (MARPOL).

Enforcement of the **Port Reception Facilities Directive** ⁽¹¹⁾ will be reviewed in the expert subgroup on Waste for Ships of the European Sustainable Shipping Forum. Under this Directive, the Commission will also prepare the adoption of an Implementing Regulation  changing the reporting frequency for passively fished waste. DG MOVE will be assisted by European Maritime Safety Agency for visits to Member States: five will be carried out by the Agency in 2024. Transposition and conformity checks will continue.

DG MOVE will work on **greening seaports and inland ports**, as well as on implementation of the **Port Services Regulation** ⁽¹²⁾, including through a report to the European Parliament and the Council. DG MOVE will assess the European Parliament's call ⁽¹³⁾ to build a comprehensive European port strategy and take the necessary steps to respond to it. DG MOVE will also prepare the **fitness check concerning the access to and the functioning of the inland waterway transport market**.

Horizon Europe

2024 will be an important year for transport research and innovation. DG MOVE will engage to complete the mid-term evaluation of Horizon Europe and adopt the new Horizon Europe Strategic Plan 2025–2027. An amendment of the Work Programme 2023–2024 will take place and new 2024 calls will be launched for Cluster 5 (Climate, Energy and Mobility), the Missions, including Climate Neutral and Smart Cities, as well as the Partnerships, including the Joint Undertakings on SESAR 3, Clean Aviation, Europe's Rail and Clean Hydrogen. Work will also take place on the design of the Work Programme 2025, as well as on preparations for the post-2027 Research & Innovation Framework Programme. All these activities will support new technologies and innovation to deliver on the Sustainable and Smart Mobility Strategy, addressing all transport modes (including multimodal and urban mobility) and will contribute to the European Green Deal.

General objective 2: A Europe fit for the digital age

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

Following the Communication ⁽¹⁴⁾ adopted by the Commission in November 2023, DG MOVE will focus on establishing a **common European mobility data space** ⁽¹⁵⁾ to facilitate access, pooling and sharing of data from existing and future transport and mobility data sources and increase their availability to support crucial across the EU, covering themes from sustainability to multimodality. The common European mobility data space will supplement and build on the new European cross-sectoral data legislation, including the Data Governance Act, the Data Act and the Implementing Act on High Value Datasets.

⁽¹¹⁾ Directive (EU) 2019/883

⁽¹²⁾ Regulation (EU) 2017/352

⁽¹³⁾ 2023/2059(INI)

⁽¹⁴⁾ COM(2023) 751

⁽¹⁵⁾ This initiative is a follow-up to the Conference on the Future of Europe, COM(2022) 404.

DG MOVE will work with Member States on ensuring a smooth transposition of the Directive on **Intelligent Transport Systems (ITS)** ⁽¹⁶⁾. DG MOVE will also present delegated and implementing acts, including establishing a new working programme under the ITS Directive, and seeing to a smooth implementation of revised delegated regulations on real-time travel information and multi-modal information travel services. DG MOVE will conclude work on updating the delegated regulation defining the specifications for eCall to adapt to new telecommunication networks and contribute to the reflection on the legacy issue – vehicles equipped with 2G/3G eCall only.

DG MOVE will work on **digital multi-modal mobility services** ⁽¹⁷⁾, to establish a clear EU framework for the deployment of such mobility services within and across modes, and to improve significantly the inclusiveness and sustainability of multimodality.

DG MOVE will take several actions to advance the digitalisation of waterborne transport, including through the revision of the **River Information Services** ⁽¹⁸⁾, and putting into place the **European Maritime Single Window environment** ⁽¹⁹⁾. Once in place, these changes are expected to reduce the administrative burden borne by economic operators significantly and to facilitate enforcement. The **5th International Ship Autonomy and Sustainability Summit** will focus on the human-machine interface in maritime transport.

DG MOVE will work on completing the specifications of the **electronic freight transport information** ⁽²⁰⁾ which will improve digitalisation across logistics chains.

The digital transition will be supported by funding under the Connecting Europe Facility as well as under the **Horizon Europe Partnerships**. The Single European Sky Air Traffic Management Research 3 Joint Undertaking will launch new research and innovation Work Programmes and Calls. They will address digital technologies that modernise Europe's air traffic management capabilities, making airspace fit for the digital age and delivering on the Digital European Sky. Europe's Rail Joint Undertaking will also launch new Calls on digitalisation, automation and freight, contributing to shape the future railway system as the backbone of sustainable and smart mobility in Europe. Further actions on transport digitalisation will take place in the 2024 Calls of the Horizon Europe Cluster 5 Work Programme 2023-2024 and the Missions, including by the co-programmed partnership on Cooperative, Connected and Automated Mobility, in the areas of smart cities, automated vehicles and infrastructures, smart logistics and multimodal network/traffic management.

In line with the **Drone Strategy 2.0** ⁽²¹⁾, DG MOVE will continue implementing initiatives aimed at reinforcing the entire drone eco-system, including the adoption of rules addressing the initial and continued airworthiness of drones subject to certification (passenger and cargo), as well as manned aircraft with a vertical take-off and landing

⁽¹⁶⁾ Directive (EU) 2023/2661

⁽¹⁷⁾ This initiative is a follow-up to the Conference on the Future of Europe, COM(2022) 404

⁽¹⁸⁾ Directive 2005/44/EC

⁽¹⁹⁾ Regulation (EU) 2019/1239

⁽²⁰⁾ Regulation (EU) 2020/1056

⁽²¹⁾ COM(2022) 652. This initiative is a follow-up to the Conference on the Future of Europe, COM(2022) 404.

capability. Initiatives will also be pursued on the risk posed by non-cooperative and unauthorised drones to civil aviation and airports facilities.

In 2024, DG MOVE will start the pilot project on digitalisation and automation of controls of compliance with the EU rules for freight and passenger transport by road. The project is expected to lay the foundations for establishing the **single European digital enforcement area** to ensure targeted, efficient and consistent enforcement based on real-time access to the relevant data related to the driver, operator, vehicle and cargo. DG MOVE will also take preparatory steps, as necessary, related to the expected entry into force of the **Interoperable Europe Act** ⁽²²⁾.

General objective 3: An economy that works for people

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

DG MOVE will focus on ensuring sound implementation of the revised **TEN-T regulation**. Several implementing acts will be prepared, such as on the definition of the “Good Navigation Status” for inland waterways on the TEN-T. The new governance system for the TEN-T will have to be put in place, including a new mandate for the European Coordinators of the nine European Transport Corridors and the two horizontal priorities (European Rail Traffic Management System and European Maritime Space) and the establishment of cooperation structures for the new corridors, including the launch of respective “corridor studies”.

DG MOVE will also organise the **Connecting Europe Days** in cooperation with the Belgian Presidency. It will be the major event to launch the new TEN-T and to initiate discussions on the next financial perspective.

In 2024, together with CINEA, DG MOVE will launch calls for proposals under **the Connecting Europe Facility programme** which will exhaust the budget for the period 2021-2027. The programme will contribute to the co-funding of investments located along the Core Network, supporting its completion by 2030, as well support Border Crossings between Member States and Ukraine, Moldova, thus improving the EU-Ukraine Solidarity Lanes.

The EU is one of the safest areas in the world for air travel, but maintaining that requires constant work. DG MOVE will focus on improving safety management through new technologies ensuring high safety levels and making flying greener despite growing traffic.

⁽²²⁾ COM(2022)0720

DG MOVE will also pursue its work to **promote social responsibility and a level playing field in air transport**, to the benefit of all parties, including aircrew.

DG MOVE has prepared a plan to **simplify and rationalise the reporting requirements and reduce related burden** on businesses and/or national administrations, without undermining the policy objectives. The plan includes a list of concrete measures planned for 2024 and beyond to progress towards the overall goal of 25% reduction of such burden.

All of these key developments will be accompanied by external communication activities via DG MOVE's [Social media](#) and [website](#), with the aim to reach relevant stakeholders and multipliers. Under specific objective 3.1, these activities will focus in particular on the launch of the new TEN-T at the Connecting Europe Days 2024.

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

In 2024, DG MOVE's **monitoring and enforcement** policy will build upon the recent Communications ⁽²³⁾ which highlight the centrality of enforcement to the Commission's work. Accordingly, as outlined in other parts of this Management Plan, DG MOVE will continue to put emphasis on the implementation of recently adopted proposals and on breaches that have a significant negative impact on European people and businesses. Furthermore, DG MOVE will also strengthen its monitoring and enforcement of the application of regulations so that this task is performed in a more systematic and strategic manner.

Cooperation with Member States will continue, in particular through more informal ways and through the EU-Pilot dialogue to obtain clarification on presumed infringements and to promote faster pre-infringement resolution and also with organisation of package meetings.

In 2024, one of the key priorities will be to make substantive progress with the ongoing enforcement action on the correct transposition and implementation of **two key Directives for the rail market** ⁽²⁴⁾.

DG MOVE will complete the implementing measures improving **controls of compliance with the road transport rules**. These measures include the common training curriculum for enforcers and methods to record and control driver's activities when a driver has no access to tachograph for a longer period of time.

To ensure consistent implementation of the **Mobility Package 1** rules across the EU, DG MOVE will continue providing support and guidance to the road transport sector and

²³⁾ 2022 Communication on "Enforcing EU law for a Europe that delivers" and in the 2023 Communication on the "Commission's activities on enforcement of EU law – taking stock".

⁽²⁴⁾ 2012/34/EU Recast Directive and 2016/2370/EU Governance Directive

enforcement authorities as well as upgrading the existing IT systems designed to facilitate the enforcement. This will entail meetings of the Enforcement Working Group, the Expert Group on Posting of Drivers and the Expert Group on **Safe and Secure Parking Areas**. In cooperation with European Labour Authority (ELA), DG MOVE will continue raising awareness of the Mobility Package 1 rules through capacity building actions and sharing best practices in cross-border enforcement through joint inspections. Finally, the Commission will stand ready to take into account, as appropriate, the possible decision of the Court of Justice of the European Union on the pending joint cases in relation to the Mobility Package.

Based on the Commission notice on **Interpretative Guidelines on public passenger transport services by rail and by road** ⁽²⁵⁾, DG MOVE will continue to ensure the correct application of this Regulation aiming at an increased use of public transport in the EU. The same will apply to the **Interpretative Guidelines on air passenger rights** ⁽²⁶⁾ and on **air passenger rights with disabilities and reduced mobility** ⁽²⁷⁾. Both are under preparation and should be published as Commission notices in spring 2024.

DG MOVE will strive to facilitate discussions by the co-legislators on the revision of the **passenger rights** regulatory framework ⁽²⁸⁾ aiming at better protecting passengers and their rights. The review aims at enhancing enforcement of passenger rights across all modes of transport, introducing passenger rights in the context of multimodal journeys, and improving rules for reimbursement for air passengers. It is expected that the new proposals would also help resuming deliberations in the Council on the **proposal to review air passenger rights of 2013** ⁽²⁹⁾, which remains a priority pending proposal for the Commission as well as for the European Parliament and the Council. The Commission will adopt an Implementing Regulation **on EU-wide forms to request reimbursements and compensations** ⁽³⁰⁾. The ongoing fact-finding study related to **passenger rights for bus & coach** carried out to collect more data on the protection of bus & coach passenger rights will be completed and inform the Commission whether and which steps need to be taken for bus and coach passenger rights. To raise awareness of passenger rights, DG MOVE will conduct a **Eurobarometer survey on passenger rights** and another online communication campaign to increase the awareness of all European citizens about EU passenger rights. DG MOVE will also explore an IT tool WebCrawler developing a prototype of the IT tool, to improve the enforcement and monitoring of passenger rights.

DG MOVE will organise a conference on labour market developments and **labour shortages in the transport sector**, contributing to the European Year of Skills. DG MOVE will apply **equality mainstreaming** to its policy initiatives and raise awareness through

⁽²⁵⁾ Regulation (EC) No 1370/2007

⁽²⁶⁾ Regulations (EC) No 261/2004 and No 2027/97

⁽²⁷⁾ Regulation (EC) No 1107/2006

⁽²⁸⁾ PLACEHOLDER – to be adopted 29 November 2023

⁽²⁹⁾ COM(2013)130

⁽³⁰⁾ As required by the rail passenger rights Regulation (EU) 2021/782

The “Women in Transport – Platform for Change” and the network of Diversity Ambassadors in Transport.

DG MOVE will engage in facilitating inter-institutional negotiations on occasional **carriage of passengers by bus and coach**. Once adopted, it should improve working conditions, ensure fair competition, enhance efficiency and attractiveness of the sector, which is suffering from workforce shortages. DG MOVE will also revise the checklists and classification of infringements on uniform procedures for the checks in **dangerous goods**.

Conformity checks of the implementation of Directive on the recognition of **professional qualifications in inland navigation** ⁽³¹⁾ will be carried out and work will also start on the preparation of a report on the implementation of Directive on Technical Requirements ⁽³²⁾ for inland waterways vessels.

The experience from the COVID-19 pandemic and the Russian war of aggression against Ukraine have demonstrated the need for a more resilient and sustainable EU air services industry. In light of the air traffic recovery, increasing congestion problems and market consolidation, DG MOVE will engage in further **reviewing the EU acquis that underpins the air services ⁽³³⁾ and airport sectors**. DG MOVE will assess the social aspects and to which extent a level playing field is upheld in the sector. DG MOVE will also provide an update to the 2017 Interpretative Guidelines on air services ⁽³⁴⁾.

All of these key developments will be accompanied by external communication activities via DG MOVE’s **Social media** and **website**, with the aim to reach relevant stakeholders and multipliers. Under specific objective 3.2, these activities will focus in particular on passenger rights, with a dedicated communication campaign to inform citizens about their rights.

General objective 4: A stronger Europe in the world

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

In 2024, DG MOVE will continue working the **EU-Ukraine Solidarity Lanes ⁽³⁵⁾** – expanding land- and inland waterway-based logistics routes to allow for the export of Ukrainian goods, both in agricultural and other sectors, and the import of essential goods from humanitarian aid to fuel through all other products that Ukraine needs now and in the future. DG MOVE will continue coordinating Commission action and work with EU Member States to further improve the functioning of the Solidarity Lanes. Similarly, DG MOVE will further coordinate related actions with the Ukrainian and Moldovan authorities and facilitate cooperation between them and neighbouring Member States. The focus will be on

⁽³¹⁾ Directive 2017/2397

⁽³²⁾ Directive 2016/1629

⁽³³⁾ This initiative is a follow-up to the Conference on the Future of Europe, COM(2022) 404.

⁽³⁴⁾ Regulation (EC) No 1008/2008

⁽³⁵⁾ COM(2022) 217

further eliminating bottlenecks at border crossing points and supporting investments in transport infrastructure linking Ukraine and Moldova to the EU.

DG MOVE will contribute to the Commission's **enlargement** work stream to the benefit of all candidate countries and will pay particular attention to Ukraine's reform agenda, as set out in the Ukraine Plan and the Ukraine Facility. DG MOVE will also pursue transport investment projects with the overarching objective of enhancing EU-Ukraine/Moldova connectivity, supported by the Solidarity Lanes.

DG MOVE will continue contributing to work on **restrictive measures in the transport sector against the Russian Federation and Belarus**, and in particular promote their full enforcement and prevent their circumvention. DG MOVE will continue reaching out to international partners and third countries to encourage them to align their practices on EU sanctions.

DG MOVE will continue engaging with the Member States and the Western Balkan Partners under the **Transport Community Treaty (TCT)** to pursue their further alignment with EU transport policy. In parallel, DG MOVE will support the roll-out of activities under the New Growth Plan for the Western Balkans, in the context of its overall engagement with the other Commission services (NEAR) and the Western Balkans. Similarly, DG MOVE will continue supporting the closer integration of Ukraine, Moldova and Georgia into TCT's work, in their capacity of observing participants and against their possible prospect of becoming full TCT members. In 2024, DG MOVE will undertake a **general review of the Transport Community Treaty**, with an aim of issuing formal recommendations to EU Member States as of May 2024.

DG MOVE will initiate work towards the extension of the temporary **road transport agreements between the EU and Ukraine and Moldova** respectively. Technical assistance projects for the **Mediterranean and Eastern Neighbourhoods** and in particular Ukraine are provided for the purposes of rules and standards approximation for aviation safety. DG MOVE is committed to convening the next meeting of the **EU-Ukraine High-Level Transport Dialogue** when possible. DG MOVE will also establish a **high-level transport dialogue with the Republic of Moldova**.

Transport Dialogues may also be held with **Georgia and Azerbaijan** to continue engagement with the **South Caucasus** across all transport modes. MOVE will continue to support **Black Sea connectivity**, building on the NEAR-funded actions. Following the European Council Conclusions of 26-27 October 2023, DG MOVE will also contribute to stepping up EU support in transport-related areas for Armenia.

In the **Eastern Partnership** region, DG MOVE will work together with NEAR towards the establishing Regional Road Safety Observatory in Tbilisi in 2024 and the review of the Indicative Investment Action Plan for the TEN-T extension in the Eastern Partnership region, which will be updated in 2024. Cooperation with **Türkiye** will continue, especially as

regards the implementation of the EU-funded ATLAS ⁽³⁶⁾ and Halkali Kapikule rail line projects and in line with the Global Gateway approach.

In the **Southern Neighbourhood**, MOVE will focus on promoting the EU transport standards and implementing the new Regional Transport Action Plan. The Plan lays down enhanced concrete actions for a safe, secure, sustainable, efficient and connected transport network across the Mediterranean region. DG MOVE will also continue to pursue the establishment of the **Trans-Mediterranean Transport Network** and its future connections with the TEN-T through an agreement to be reached with the relevant Mediterranean partners.

With **China**, following the Summit of 7-8 December 2023 in Beijing, exchanges are expected to pick up again in 2024, including the Joint Committee meeting under the Bilateral Aviation Safety Agreement, the Maritime Transport dialogue and the High-Level Economic Dialogue led by DG TRADE, but covering also pertinent transport matters.

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

The Italian Presidency of **G7** will organise a Transport Ministerial on 11-13 April 2024 in Milan, and MOVE will support G7 sherpa preparatory work on transport. DG MOVE will also contribute to other G7/G20 agendas, notably in relation to global food security discussions and the implementation of the Solidarity Lanes action plan.

In 2024, DG MOVE will continue to attract the Contracting Parties to the multilateral **Interbus Agreement** to join the Interbus Protocol on the international regular and special regular carriage of passenger by coach and bus. DG MOVE will continue to negotiate the implementation of the **smart tachograph** in the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport. DG MOVE will participate and represent the European Union at the 16th General Assembly of the Intergovernmental Organisation for International Carriage by Rail, which will decide inter alia on a **long-term strategy**. DG MOVE will engage in the framework of the United Nations Economic Commission for Europe (UNECE) to develop a **global convention on the contract for international carriage of goods by rail** as an interface law and optional alternative to the two existing regional regimes of Organisation for Co-operation Between Railways and Intergovernmental Organisation for International Carriage by Rail. This is particularly relevant to the transport of goods by rail between Europe and Asia.

DG MOVE will lead the work at the **International Maritime Organization (IMO)** to develop policy, measures and standards on safety, security and social and environmental sustainability of shipping. Apart from promoting the EU Green Deal agenda, the focus will be on the revision of the IMO's Guidelines on Maritime Cyber Risk Management.

⁽³⁶⁾ Analysis of the Transport Legislation of Türkiye in the Process of Harmonization with the EU Acquis

DG MOVE will also work on implementation of **International Civil Aviation Organization (ICAO) Conference on Aviation and Alternative Fuels** on a global framework for sustainable aviation fuels and other cleaner aviation energy, including the goal of reducing CO₂ emissions by 5% by 2030 through increased use of sustainable aviation fuels worldwide.


DG MOVE will aim at opening negotiations on a **bilateral civil aviation safety agreement between the European Union and the State of Israel**.

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

General objective 5: Promoting our European way of life

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

DG MOVE will facilitate and support the conclusion of the inter-institutional negotiations on the proposal to revise Directive (EU) 2015/413 facilitating **cross-border exchange of information on road-safety-related traffic offences** ⁽³⁷⁾ and a proposal for a revision of Directive 2006/126/EC **on driving licences** ⁽³⁸⁾, as well as new Directive on **EU-wide driving disqualifications** ⁽³⁹⁾. Once adopted, these laws will significantly improve the road safety in the EU. Approaching the mid-point of the EU Road Safety Policy Framework 2020-2030, DG MOVE will organise an EU Road Safety Conference in Dublin in April 2024 to take stock of progress and raise awareness of current road safety priorities.

DG MOVE will facilitate inter-institutional negotiations with a view to finalisation and adoption of a set of proposals key for making sea transport safer and more environment friendly in Spring: a **maritime accident investigation** ⁽⁴⁰⁾,  **port state control** ⁽⁴¹⁾ and **flag state responsibilities** ⁽⁴²⁾.

DG MOVE will prepare an Implementing Regulation on **marine equipment standards** updating the design, construction and performance requirements and testing standards. DG MOVE supports Member States' market surveillance authorities by organising targeted administrative cooperation group meetings. In parallel, EMSA will continue its visits on the implementation of the marine equipment Directive. The implementation of the Directive on minimum level of **training of seafarers** ⁽⁴³⁾ will be under further scrutiny. DG MOVE will finalize with EMSA the review of the methodology of the Agency visits to the MS and

⁽³⁷⁾ COM(2023) 126

⁽³⁸⁾ COM(2023) 127

⁽³⁹⁾ COM(2023) 128

⁽⁴⁰⁾ COM(2023) 270

⁽⁴¹⁾ COM(2023) 271

⁽⁴²⁾ COM(2023) 272

⁽⁴³⁾ Directive (EU) 2022/993

inspections to third countries. This exercise will improve the monitoring of the enforcement, while decreasing administrative burden and enhancing the re-usability of the deliverables by EMSA.

DG MOVE will continue working on the implementation of the 2022 **military mobility action plan** ⁽⁴⁴⁾ to boost military deployment capacity. This will include joint work with EEAS, including EU Military Staff (EUMS), and NATO to identify possibilities for short-notice, large-scale movements to improve long-term infrastructure planning and optimal use of this infrastructure.

The positive 2023 evaluation of the **European Union Aviation Safety Agency** ('EASA') did not identify issues that would require changing the basic Regulation⁴⁵. However, work will be undertaken in 2024 on the EASA's funding in the longer term. Furthermore, DG MOVE and EASA will continue to support the Ukrainian air transport sector, and help Ukrainian competent aviation authorities maintain their safety oversight capacity. DG MOVE will revise the **aviation security** implementing legislation following the results of the 2-year consultation process ⁽⁴⁶⁾.

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

⁽⁴⁴⁾ JOIN(2022) 48

⁽⁴⁵⁾ Regulation (EU) 2018/1139 art. 124

⁽⁴⁶⁾ SWD "Working towards an enhanced and more resilient aviation security policy: a stocktaking"

PART 2. Modernising the administration: main outputs for 2024

The internal control framework ⁽⁴⁷⁾ supports sound management and decision-making. It notably ensures that risks to the achievement of objectives are taken into account and reduced to acceptable levels through cost-effective controls.

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

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

Throughout 2024, DG MOVE will continue with its awareness-raising activities on internal control, fraud prevention and personal data protection. DG MOVE will also ensure the timely implementation of the recommendations issued by the European Court of Auditors and the Internal Audit Service through regular follow-up.

A. Human resource management

In view of DG MOVE's heavy agenda described in part 1 of the Management Plan, the effective management of the DG's human resources will remain a high priority in 2024.

DG MOVE will continue implementing the new Corporate HR Strategy at local level.

DG MOVE will further take actions to attract female candidates to middle management functions (Indicator 1). The 2023 Commission decision on gender targets ⁽⁴⁸⁾ sets an indicative target for DG MOVE to appoint two more new female Heads of Unit by the end of 2024 and calls for balanced first appointments at middle management level once the DG target is reached. The DG will continue to carefully assess current and future management vacancies in the DG and will remain active in opening the career path towards middle management and Deputy Head of Unit occupation by AD females. DG MOVE is supporting the corporate Female Talent Development Programme by identifying participants and mentors for each edition.

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

⁽⁴⁷⁾ [Communication C\(2017\)2373 - Revision of the Internal Control Framework](#)

⁽⁴⁸⁾ SEC/2023/200

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

In order to maintain high staff engagement (Indicator 2), DG MOVE will continue organising internal training courses on job-specific and transport & mobility topics. The senior managers will continue debriefing all staff, via a video message, after the weekly senior management meeting. The monthly interactive online meetings by the Director-General will also aim at keeping staff up to date with recent developments and boosting staff engagement.

DG MOVE's internal communication actions have also consistently ensured that the relevant information for work and well-being reaches all colleagues in real time and strengthened motivation and commitment of staff. These actions will continue in 2024 as well, in particular with the development of the MOVE hub and the SRD hub under the new corporate intranet.

The follow-up to the Transport AD7 competition published by EPSO in October 2023 will be a priority. DG MOVE will support EPSO in view of ensuring the smooth running of the competition.

B. Sound financial management

The overall objective for 2024 remains to plan, implement, monitor and report on the spending of financial resources in compliance with the sound financial management principle and to ensure that the control procedures provide the necessary guarantees concerning the legality and regularity of the underlying transactions, including prevention, detection, correction and follow-up of irregularities and/or fraud.

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

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

The identified deficiencies and the implementation of corrective actions will be closely monitored during 2024. While the minor deficiencies related to principles 10, 11 and 14 ⁽⁴⁹⁾ were addressed in 2023, DG MOVE will continue to foster awareness as regards correct

⁽⁴⁹⁾ See Annex 8 of 2022 Annual Activity Report of DG ENER

application of procurement procedures and will increase management oversight of exceptions and non-compliance events in that field.

DG MOVE will further build upon existing **risk-oriented controls** in 2024 with a view to maintain a robust and sound control strategy, while streamlining it to the needs of the new multi-annual financial framework. DG MOVE will support the Commission's efforts to modernise and digitalise the budget and financial management through its participation to the dedicated working groups, in particular the development of the future budget planning tool that will be embedded in SUMMA and for which DG MOVE's in-house financial team is instrumental.

In 2022, DG MOVE identified a minor control weakness in relation to Internal Control Principle 11 "Control over technology" as it faced repeated issues with its procurement procedures. This weakness remained valid for 2023. DG MOVE will therefore put in place an action plan to increase the awareness of actors involved in procurement procedures and to increase the scrutiny of the process by senior management.

In 2024, DG MOVE will, through the implementation of its control strategy, gain **assurance on the legality and regularity** of the use of budgetary appropriations falling under its responsibility and minimise the value at risk, by continuing to ensure that appropriate preventive and corrective mechanisms are in place as a matter of high priority. It will proactively work with other services to ensure that the multiannual residual error rate does not exceed 2%.

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

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

DG MOVE will intensify its efforts towards an efficient budget implementation and monitoring, under its **budget implementation action plan** and **procurement plan**. These provide reinforced support to line units and aim at a more coherent use of resources during the year, promote simplified procurement procedures such as framework contracts, and reduce the use of global commitments.

DG MOVE will prepare the migration to SUMMA and the transition to eGrant, eProcurement and SUMMA Planning IT tools. DG MOVE will participate in the tests and trainings organised by DG BUDG, DG RTD and the JRC and will revise its procedures and workflows to ensure efficient use of the new tools.

The previously developed action plan, focused on the upgrading and cleaning of the ABAC database and on the reviewing of the existing procedures in place will be finalised in 2024.

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

C. Fraud risk management

The Commission's 2019 Anti-Fraud Strategy ("the 2019 CAFS") remains applicable in 2024. The CAFS action plan was revised in 2023 in line with the revised priorities of the Commission.

DG MOVE Anti-fraud Strategy was revised in October 2020. The action plan for period 2023-2025 is under revision in alignment with the 2023 CAFS action plan. DG MOVE's anti-fraud actions are expected to focus on four priority areas, namely:

- Awareness raising, training and communication activities in cooperation with OLAF.
- Efficient detection, reporting and handling of fraud, by updating fraud indicators and "red flags".
- Dedicated actions targeting potentially riskier domains.
- Supervision of and advice to its entrusted entities on the update of their own Anti-Fraud Strategies.

D. Digital transformation and information management

Digital transformation

DG MOVE will conclude the analysis of the Digital Transformation Roadmap answers provided by the different units and will produce an Action plan to further develop the Digital Transformation in the department. Simultaneously, DG MOVE will produce concrete plans for its own IT Portfolio Transformation phased approach - some of the resulting actions will involve Digital Strategy initiatives as the use of low-code/no-code technology, migration to the cloud, reuse by adopting existing solutions to answer to new business needs. Decisions will be made concerning new technologies to be used and what applications can be reused.

Information and IT security rules

As regards IT security, DG MOVE will continue to monitor and update its security plans, following a risk-based approach. Also, Governance Risk and Compliance ⁽⁵⁰⁾ tool and

⁽⁵⁰⁾ Governance Risk and Compliance with the provisions outlined in the IT security policy and standards

integrating Asset Inventory and Vulnerability Management ⁽⁵¹⁾ in proactive monitoring will ensure compliance with Commission standards and rules.

[DG MOVE will continue with the implementation of the actions identified in the local IT Security Strategy, in line with the IT Security policy and the IT Security Strategy 2023-2024 of the Commission.](#)

The Local Informatics Security Officer (LISO), IT Security Officer and his team will continue to raise awareness about information and IT security across the DG by providing trainings to staff and to managers, specific secure coding training for developers, and informing staff through newsletters, the new SharePoint On-line intranet and email. DG MOVE will pursue its efforts to ensure that its IT systems comply with IT security rules.

Data, information and knowledge management

DG MOVE will continue to improve its data management practices by promoting the reuse and sharing of information and will continue the implementation of the data principles in the key datasets.

In 2024, DG MOVE will maintain its efforts to raise awareness on security and personal data in ARES, to enhance and optimise electronic workflows [and to reduce paper and electronic storage by transferring closed files to the Historical Archives, in accordance with the common retention list and the personal data rules.](#)

The integration of IT systems in DG MOVE with the corporate management system HAN will continue to be monitored under the framework of the Digital Preservation Strategy.

Data protection

As regards the compliance with the Data Protection Regulation 2018/1725, DG MOVE will continue to monitor and update its contributions to the Data Protection Management System (DPMS), in line with corporate guidelines. The Data Protection Coordinator (DPC) will continue to provide regular advice on different data protection matters and will participate in relevant meetings and trainings in order to enhance his/her expertise. The DPC will raise awareness and expand knowledge about data protection across the DG by providing training to newcomers, staff and to managers. [Specific sessions will be organised for data controllers and record editors.](#) The DPC will disseminate information [about developments in the field of data protection and trainings organised at corporate level](#) via the Data Protection Correspondents network and through the Data Protection Corner that will be regularly updated.

⁽⁵¹⁾ [Asset Inventory and Vulnerability Management](#) offers a consolidated view of IT Technical Assets and the related security vulnerabilities.

E. Sound environmental management

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

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

In 2024 DG MOVE will actively participate in the corporate initiatives like “Less waste more action TOGETHER 2024”, “Green Resolutions”, etc. and will organise within MOVE surveys and awareness campaigns on the EMAS topics related to these initiatives.

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

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

In 2024 DG MOVE will integrate two existing information systems into **e-Platform**, an online platform developed by DG MOVE.SRD in the framework of the Regulation on the Governance of the Energy Union and Climate Action, to facilitate communication, promote cooperation and improve public access to information to limit administrative burden on Member states. This will support the timely submission of reports as well as increased transparency on national reporting. By integrating various existing systems, e-Platform will bring efficiency gains in reporting, analysis, communication and publication. Reusing generic e-Platform mechanisms for other reporting obligations by Member states shall provide financial savings to the Commission in the long term. DG MOVE will assess the availability and performance of its **framework contracts** and their ability to access the necessary expertise to deliver on its policy agenda. It will in particular assess the need for making available further tools to better support enforcement of the transport and mobility acquis.

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

structured and user-friendly way. This will result in better and more streamlined working methods.

Throughout 2024 DG MOVE will prepare the migration to the Commission **new accounting system SUMMA** and the on-boarding of new contract management systems such as eContracting. DG MOVE will continue to be involved in the development, testing and implementation of the new systems. With the support of Change leads, Change coordinators, internal experts and champions, DG MOVE will organise internal communication meetings and trainings for all staff concerned. It will complete the necessary preparation tasks, in particular financial and accounting data cleaning, revision of procedures, workflows and checklists. The expected benefits of these IT solutions are modernised, harmonised and standardised financial processes, simplified procedures, integrated and safer systems, and cheaper business operations and IT. These should ultimately lead to efficiency gains in financial management and increase assurance of the AOD.

In 2024, DG MOVE will further promote digitalisation and support working groups across the Directorate-General, with extensive use of MS Teams in cross-cutting areas such as the co-creation of the **Horizon Europe Work Programme 2025**. The benefits will be mostly non-financial, reducing the number of emails and improving delivery time on service requests.

ANNEX: Performance tables - main outputs for 2024

Part 2 – Modernising the administration

A. Human resource management

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

Main outputs in 2024:

Output	Indicator	Target
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 and lunch-time conferences	At least four courses by December 2024
Continue the bi-annual new-comers welcoming sessions	Number of sessions	Two sessions by December 2024
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)
Regularly informing staff of key events within MOVE by e-mail or intranet updates	Intranet kept up to date.	Weekly

B. Sound financial management

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

Main outputs in 2024:

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

Output	Indicator	Target
	Estimated risk at payment and at closure (including Horizon Europe ⁽⁵²⁾)	Below 2% of relevant expenditure
	Frequency of awareness raising actions in relation to procurement procedures	At least quarterly
	Frequency of reporting on the implementation of corrective actions	At least three times per year (at each Control Board)
Efficient controls	Budget execution and timely payments	remains ≥ 95% of payment appropriations and remains ≥ 95% of payments (in value) on time
Economy of controls	Overall estimated cost of controls	Remains 2% of funds managed ⁽⁵³⁾

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

Main outputs in 2024:

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

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

Main outputs in 2024:

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)

⁽⁵²⁾ No representative error rate for Horizon Europe will be available in 2024 as the ex-post audit campaign for the Programme will start end of 2023 and first audit results are expected end 2024.

⁽⁵³⁾ Except for cases where the amount of relevant expenditure is limited (e.g. settlement of legacy projects) and cases for which a reinforced monitoring is necessary.

C. 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 (CAFS) ⁽⁵⁴⁾ aimed at the prevention, detection and correction ⁽⁵⁵⁾ of fraud.

Main outputs in 2024:

Output	Indicator	Target
Awareness raising campaign	% of staff reached through workshops, conferences or other direct methods	> 80%
Reporting to management	Number of reports on the implementation of the Anti-Fraud Strategy	At least two times per year
Implementation of Anti-Fraud Action Plan (2023-2025)	% of implementation of the actions related to 2024 ⁽⁵⁶⁾	100%

D. Digital transformation and information management

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

Main outputs in 2024:

Output	Indicator	Target
Digital Culture Promote digital-skills training (e.g., Teams, SharePoint) to the DG MOVE staff	<ul style="list-style-type: none"> Awareness raising initiatives about EU LEARN digital skills training Cybersecurity awareness trainings for newcomers 	<ul style="list-style-type: none"> At least 2 initiatives in 2024 100% of DG MOVE new staff in 2024 to be invited for the cybersecurity training
Digital-Ready EU policymaking Improve awareness about innovative technologies and other digital considerations in modern policy making	Awareness action about use of cases of innovative technologies such as AI and trainings on digital-ready policymaking to be considered by policy units	At least 1 awareness action
Business-driven Digital Transformation Implementation of the 2018 digital strategy principles by the most important IT solutions (namely TENtec, MOVEHUB, KSDA)	Degree of implementation of the digital strategy principles by the most important IT solutions.	TENtec - 100% MOVEHUB - 100% KSDA - 100%

⁽⁵⁴⁾ [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 document, [SWD\(2023\) 245](#) – 'the revised Action Plan'.

⁽⁵⁵⁾ Correction of fraud is an umbrella term, which notably refers to the recovery of amounts unduly spent and to administrative sanctions.

⁽⁵⁶⁾ Proposed actions for 2024 include awareness raising, an assessment of certain anti-fraud controls, a scrutiny of programme support actions, in addition to continuous actions such as coordination with OLAF, reporting and support to AOSDs having entrusted entities in their remit.

Output	Indicator	Target
Digital Transformation Roadmap 2024	DG MOVE will conclude the analysis of the Digital Transformation Roadmap answers provided by the different units and will produce an Action Plan to further develop the Digital Transformation in the DG.	Action Plan to be available (requiring continuous update).
IT Portfolio Transformation	DG MOVE will prepare an IT Portfolio Transformation plan, i.e., an action plan to transform its complete IS portfolio.	IT Portfolio Transformation plan (draft version)
Implementation of the corporate principles for data governance for DG MOVE's key data assets	Percentage of implementation of the corporate principles for data governance for DG MOVE's key data assets.	80%
Seamless Digital Environment Reduce the number of information systems by integrating legacy applications into existing modern ones	Number of legacy systems integrated	At least 3
Use of modern data technologies	Number of datasets on cloud platforms	At least 1
Migrate information systems to the cloud	Number of information systems on the cloud	At least 2
Decrease the number of information systems on soon-to-deprecate platforms	Percentage of information systems with technical debt	Less than 50%
Green, Resilient and Secure Digital Infrastructure MOVE IT systems with an IT Security Plan less than 2 years old	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 Percentage of priority controls attested	100% IT systems onboarded on GRC 100% of priority controls attested
DG MOVE actions on IT security strategy implementation	Percentage of actions implemented	100% of identified actions for 2024 completed
Raising cybersecurity awareness	Number of local awareness initiatives	At least one training on Information and IT security. At least 6 articles in SPO

Output	Indicator	Target
Information management and data protection Documents are retrievable in ARES and properly filed – staff with easier access to information	a. Percentage of registered documents that are systematically filed. b. Integration of IT systems with the corporate records management system HAN (HermesAresNomcom) c. Transfer/elimination of closed electronic files	a. Above 98% b. At least one IT system identified in the inventory of preservation needs integrated by the end of 2024 c. First review action to electronic files with Administrative Retention Period expired in HPS
Consolidate paperless procedures and efficient use of electronic workflows	Workshops/trainings	At least two ARES trainings on Electronic Workflows
Implementing the corporate principles for data governance for DG MOVE key data assets	Percentage of implementation of the corporate principles for data governance for DG MOVE key data assets	Target by 2024: 80%
Increase awareness of DG MOVE staff on personal data protection rules	a. Information session on data protection b. Percentage of updated corporate instructions /guidelines published on the Data Protections Corner c. Percentage of DG MOVE data controllers having followed awareness training	a. At least 2 information sessions per year b. 100% c. 100%
Establish records for new processing operations; Update records for existing processing operations	a. Percentage of records for new identified processing operations b. Percentage of updated records	a. 100% records of new identified processing operations b. 100% records up to date

E. Sound environmental management

Objective: DG MOVE takes account of the environmental impact of its day-to-day actions, taking measures to reduce the impact of the administration work, supported by their respective EMAS Correspondents or EMAS Site Coordinators.

Main outputs in 2024:

I. Reducing emissions from staff and expert' business travel and reducing CO2 and other atmospheric emissions

Output	Indicator	Target (2019 as baseline)
Increased use of Video-conferencing (VC) meeting rooms for meetings with stakeholders in the DG, in collaboration with DG SCIC, OIB.	Number of VC equipment for hybrid meetings	All meeting rooms equipped

II. Reducing resource use in buildings and workspace (energy)

More efficient use of resources (energy):

Output	Indicator	Target (2019 as baseline, as appropriate)
Participation in corporate energy saving actions, by closing down DG/service's buildings during the Christmas and New Year's / summer holiday period, and/or optimisation of the temperature in EC buildings.	Number of DG/service's buildings participating in: <ul style="list-style-type: none"> • end of year energy saving action • summer holidays saving action • optimisation of comfort hours and/or comfort temperature 	2 buildings: DM24 and DM28 (100 % of DG buildings)

III. Organise sustainable events

Output	Indicator	Target (2019 as baseline, as appropriate)
Implementation of the EC Guidelines for sustainable meetings and events , e.g. sustainable catering, reduce/eliminate single-use plastics, gadgets/gifts.	Number of awareness actions organised	At least 4

IV. Circular economy (public procurement (GPP), waste, biodiversity and sustainable food)

Output	Indicator	Target (2019 as baseline, as appropriate)
Gradual introduction of GPP criteria in contracts and starting to monitor the process ⁽⁵⁷⁾ .	% of contracts including the GPP criteria	100%

V. Staff awareness

Output	Indicator	Target (2019 as baseline, as appropriate)
Staff awareness actions to reduce energy use in the framework of EMAS corporate campaigns and/or awareness actions about DG/service's total energy consumption in collaboration with OIB ⁽⁵⁸⁾ where appropriate.	Number of actions related to: <ul style="list-style-type: none"> • Energy consumption • Water consumption 	At least 2

⁽⁵⁷⁾ For information, technical support is provided by the [Interinstitutional GPP Helpdesk](#). See also [GPP webpage on MY IC](#) for EU reference/guidelines by DG ENV and the [Vade-mecum on Public Procurement](#) by DG BUDG.

⁽⁵⁸⁾ See [OIB – Environmental Building Performances for Brussels](#)

Output	Indicator	Target (2019 as baseline, as appropriate)
Staff awareness actions to reduce water use (for example ensuring that staff use the technical services hotline ⁽⁵⁹⁾ to report leaks) in the framework of EMAS corporate campaigns and/or awareness raising actions about DG/service's water consumption in collaboration with OIB/OIL where appropriate.	Number or % of staff informed related to: <ul style="list-style-type: none"> • Energy consumption • Water consumption 	100%
Staff awareness actions on reducing GHG emissions (such as actions on sustainable commuting during EU Mobility week and VeloWalk corporate events) and/or raise staff awareness on sustainable commuting in collaboration with OIB or OIL (e.g., availability of bike parking facilities, lockers and showers, promote the reduction of parking spaces' use amongst staff).	Number of actions organised Number or % of staff informed	At least 2 100 % of staff informed
Staff awareness actions on digital pollution and gradual change of behaviours avoiding heavy emails, encouraging the use of ICT platforms, avoiding unnecessary storage of data.	Number of actions organised	At least 2
Staff awareness actions about waste reduction and sorting in the framework of EMAS corporate campaigns and/or staff awareness actions about DG/service's waste generation in collaboration with OIB where appropriate (for example, promote and label the waste sorting schemes in place).	Number of actions organised Number or % of staff informed	At least 2 100%

⁽⁵⁹⁾ For example, for Brussels: Email: OIB-55555@ec.europa.eu and Tel: 55555.

ANNEX: PERFORMANCE TABLES – MAIN OUTPUTS FOR 2024

Part 1 – Delivering on the Commission’s priorities

General objective: A European Green Deal		
Specific Objective: A sustainable transport area that reduces transport impact on the environment, provides healthier and cleaner alternatives to mobility and increases the uptake of sustainable alternative transport fuels for land, waterborne and air both in the EU and globally		
Related to spending programme(s): Connecting Europe Facility and Horizon 2020, Horizon Europe		
Main outputs in 2024:		
New policy initiatives		
Output	Indicator	Target
Proposal for CountEmissions EU	General Approach of the Council	Q1 2024
	Vote in the EP	Q2 2024
	Launch of trilogues	Q4 2024
Revision of the Train Drivers Directive 2007/59/EC	Preparation	2024
EU policy framework for hyperloop	Preparation	2024
Revision of the Roadworthiness Package	Preparation	2024
Guidelines on rail track access charges	Adoption	Q2 2024
Initiatives linked to regulatory simplification and burden reduction		
Output	Indicator	Target
Revision of the Combined Transport Directive	General Approach of the Council adopted	Q4 2024
Evaluations and fitness checks		
Output	Indicator	Target
Fitness check concerning the access to and the functioning of the inland waterway transport market.	Finalisation of SWD	Q2 2024
Evaluation of fishing vessel safety	Finalisation of SWD	Q3 2024
Public consultations External communication actions		
Output	Indicator	Target
Communication on European Mobility Week	Events: Number of cities participating	3 200 cities
	Number of media items mentioning the event during main campaign week in September	8000

Output	Indicator	Target
Communication on Connecting Europe Days and Adoption of Revised TEN-T Regulation	Media: Number of media items mentioning the event or related topics Social Media: Number of impressions per post	100 3000
Communication on new proposals on train drivers, hyperloop and roadworthiness (tbc)	Social Media: Number of impressions per post	3000
Communication on Innotrans 2024	Social Media: Number of impressions per post	3000
Communication on COP29	Social Media: Number of impressions per post	3000
Communication on ILA Berlin 2024	Social Media: Number of impressions per post	3000
Communication on Cycling Declaration	Social Media: Number of impressions per post	3000
Other important outputs		
Output	Indicator	Target
FuelEU Secondary legislation	Adoption	Q4 2024
Commission Implementing Regulation changing the reporting frequency for passively fished waste under the PRF Directive	Adoption	Q1 2024
Revised TEN-T Regulation	Adoption and Entry into force	Q1 and Q2 2024
Horizon Europe Calls from Work Programme 2023-2024 (destinations 5&6) – evaluation and award decisions to the selected transport projects	Signature of Horizon Europe grants, delegations, contributions for transport projects and programmes	Throughout 2024
Report from the Commission to the European Parliament and to the Council on the assessment of the developments on SAF production and supply on the Union aviation fuel market as well as assess possible improvements or additional measures to the existing SAF flexibility mechanism referred to in Article 15 of Regulation (EU) 2023/2405, such as setting up or recognising a system of tradability of SAF to enable fuel supply in the Union without it being physically connected to a supply site.	Adoption	Q3 2024

Output	Indicator	Target
Communication from the Commission on Interpretative Guidelines on the application of the exemptions referred to in Article 5 of Regulation (EU) 2023/2405 of the European Parliament and of the Council on ensuring a level playing field for sustainable air transport (ReFuelEU Aviation)	Adoption	Q2 2024
Commission Implementing Regulation establishing the environmental labelling scheme for the measurement of environmental performance of flights pursuant to article 14 of Regulation (EU) 2023/2405.	Adoption	Q3 2024
Commission Implementing Decision on Union-wide performance targets for the fourth reference period (2025-2029) of the performance and charging scheme	Adoption	Q3 2024
Technical adjustments to implementing rules for the performance and charging scheme in respect of performance monitoring indicators, in particular with regard to the measurement of the environmental performance of air navigation services (Amendments to Commission Implementing Regulation (EU) 2019/317)	Adoption	Q4 2024
Commission Decision on the Performance Review Board	Launch	Q4 2024
Preparatory Action a EU regulatory framework for higher airspace operations	Launch	Q2 2024
ICAO air navigation conference (ANC/14)	Conference taking place	Q3 2024

General objective: A Europe fit for the digital age

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

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

Main outputs in 2024:

New policy initiatives

Output	Indicator	Target

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
Revision of the roadworthiness Package (Directive 2014/45/EC), Directive 2014/47/EC and Directive 1999/37/EC as amended by Directive 2014/46/EC)	Preparation	2024
The pilot project on Single European Digital Enforcement Area t	Launch of the pilot project Mapping of enforcement tools and systems and preliminary findings on digitalisation and automation of enforcement	Q1 2024 Q4 2024

Enforcement actions

Output	Indicator	Target
Decision to confirm whether one of the ATM functionalities in Common Project One, AF6 – Initial Trajectory Information Sharing, is ready for implementation.	Adoption	Q1 2024

External communication actions

Output	Indicator	Target
Communication on implementation of drone strategy	Social Media: Number of impressions per post	3000
Communication on TRA conference 2024	Social Media: Number of impressions per post	3000
Participation in Air Space World	Total number of stand visitors	1000

Other important outputs

Output	Indicator	Target
Commission Implementing Regulation laying down common procedures and detailed rules for accessing and processing electronic freight transport information by competent authorities in accordance with Regulation (EU) 2020/1056	Adoption	Q1 2024
Commission Delegated Regulation supplementing Regulation (EU) 2020/1056 by amending its Annex I Part B	Adoption	Q1 2024
Commission Delegated Regulation supplementing Regulation (EU) 2020/1056 by establishing the eFTI common data set and eFTI data subsets	Adoption	Q1 2024
Commission Implementing Regulation laying down detailed specifications for eFTI platforms and eFTI service providers in accordance with Regulation (EU) 2020/1056	Adoption	Q3 2024
Commission Delegated Regulation supplementing Regulation (EU) 2020/1056 by laying down rules on the certification of eFTI platforms and of eFTI service providers	Adoption	Q3 2024
Commission Delegated Regulation amending the EMSWe Data Set	Adoption	Q4 2024
Commission Implementing act defining the last set of specifications for the EMSWe	Adoption	Q4 2024
Horizon Europe Calls from Work Programme 2023-2024 (destinations 5&6) – evaluation and award decisions to the selected transport projects	Signature of Horizon Europe grants, delegations, contributions for transport projects and programmes	Throughout 2024

Output	Indicator	Target
Implementation of the Drone Strategy 2.0:		
Flagship 4 - Two Delegated and three Implementing Acts on high risk unmanned aircraft operations (passenger and cargo) as regards initial and continued airworthiness, and manned aircraft with a vertical take-off and landing capacity.	Adoption	Q2 2024
Flagship 7 - the creation of an online platform to support a sustainable IAM implementation by authorities, communities, municipalities, industry and stakeholders]	Publish the first prototype platform online	Q2 2024


General objective: An economy that works for people

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

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

Main outputs in 2024:

Evaluations and fitness checks

Output	Indicator	Target
 CEF mid-term evaluation	Completed	2024

External communication actions

Output	Indicator	Target
Communication on CEF mid-term evaluation	Social Media: Number of impressions per post	3000

General objective: An economy that works for people

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

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

Main outputs in 2024:

New policy initiatives

Output	Indicator	Target
Revision of annexes to Directive (EU) 2022/1999 on uniform procedures for checks on the transport of dangerous goods by road (codification)	Delegated Directive adopted	Q1 2024
Implementing Regulation on the EU-wide forms to request reimbursements and compensations required by the rail passenger rights recast	Adoption	Q1 2024

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
Revision of the passenger rights regulatory framework	- General Approach of the Council - Vote in the EP	Q2 2024 Q4 2024

Evaluations and fitness checks

Output	Indicator	Target



Public consultations

Output	Indicator	Target

Enforcement actions

Output	Indicator	Target
The Commission has planned visits to some Member States to ensure that they comply with the requirements established in the passenger rights Regulations.	All visits performed	6 visits Q1-Q4/2024

External communication actions		
Output	Indicator	Target
Communication campaign on passenger rights	Visits to passenger rights pages on Your Europe	4 million visits
Communication on Eurobarometer survey on passenger rights	Publication of results	Q2/2024
Other important outputs		
Output	Indicator	Target
Group of experts on passenger rights addressing enforcement issues in all four modes of transport including multimodal issues	Number of Member States represented	4 meetings (1 per mode)
Completion of the fact-finding study on Bus and Coach passenger rights	Publication	Q3 2024
Development of a prototype of IT tool Webcrawler for passenger rights	Selection of a developer	Q1 2024
Group of experts on horizontal social issues in transport (E03732): addressing labour shortages in transport	Number of Member States represented	2 meetings
Conference on labour market developments and labour shortages in the transport sector (Action 70 SSMS) – European Year of Skills	Number of Member States and stakeholder groups represented	Q1/Q2 2024
Focus groups and conference with (future) young transport workers on jobs in the transport sector (Action 70 SSMS)	Sign specific contract under FWC	Q3 2024
Contribute to promoting gender equality in transport in the context of the 'Platform for Change - Women in Transport',	Actions and activities under the Platform, increase of Platform members, signatories of the Declaration.	3 meetings, increase 10%
Promote diversity in transport by supporting a network of Diversity Ambassadors in transport	Actions and activities of Diversity Ambassadors, number of Diversity Ambassadors (currently 84)	Q4 2023 – Q4 2024
Conference of Diversity Ambassadors	Number of Diversity Ambassadors participating	Q2/Q3 2024
Conference of Diversity Ambassadors in Transport in 2025	Prepare and sign specific contract under FWC	Q3 2024
Equality Mainstreaming Training Rollout	Number of training courses, number of participants, users of Equality Mainstreaming Handbook	Q1/Q2 2024

Output	Indicator	Target
 Proposal for a Regulation amending: Regulation 80/2009 on a Code of Conduct for computerised reservation system; Regulation 165/2014 on tachographs in road transport; Regulation 996/2010 on the investigation and prevention of accidents and incidents in civil aviation.	Adoption by the Legislator	by the end of 2024
 Proposal for a Decision amending: Council Directive 96/67/EC on access to the ground handling market at Community airports; Directive 2009/33/EC on the promotion of clean road transport vehicles in support of low-emission mobility; Directive 2022/1999 on uniform procedures for checks on the transport of dangerous goods by road; Directive 2009/12/EC on airport charges.	Adoption by the Legislator	by the end of 2024

General objective: A stronger Europe in the world

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

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

Main outputs in 2024:

Enforcement actions

Output	Indicator	Target
Updates of the EU Air Safety List	Two amendments to Regulation 474/2005 establishing the EU Air Safety List	June and December 2024

External communication actions

Output	Indicator	Target
EU Air Safety List (press release two times a year)	Unique page views of the EU Air Safety List	100.000 unique page views and 50.000 unique downloads of the list
Communication on aviation agreements with third countries	Social Media: Number of impressions per post	3000

Other important outputs		
Output	Indicator	Target
Position papers and proposals for Council decisions to establish EU positions for IMO meetings. Union submissions to bring forward detailed and concrete proposals on environment and safety-related topics.	Council agrees or adopts these documents	Position papers and Union submissions in all quarters of 2024. Proposals for Council decisions in Q1/3 2024 (timing subject to IMO meeting schedule).

General objective: Promoting our European way of life

Specific Objective: High levels of transport safety and security are ensured and new security and safety challenges are addressed.

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

Main outputs in 2024:

New policy initiatives

Output	Indicator	Target
Revision of Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences	General Approach of the Council adopted (TBC) EP mandate to initiate negotiations with the Council obtained (TBC) Finalisation of trilogues (TBC)	Q1 2024
Revision of Directive 2006/126/EC on EU driving licences	General Approach of the Council adopted (TBC) Vote in the EP Launch of trilogues	Q1 2024
New Directive on Union-wide effect of certain driving disqualifications	Vote in the EP General Approach	Q1 2024 Q2 2024

Enforcement actions

Output	Indicator	Target
Implementing measures on training for enforcers and on recording periods away from the vehicle	Tho implementing acts adopted	Q2 2024
A new set of guidelines on the implementation and enforcement of different parts of Mobility Package 1	Guidelines published	Q4 2024
Joint inspections and capacity building actions organised together with ELA	Number of inspections and awareness raising actions	Q4 2024
Guidelines for the implementation of the passenger ship safety legislation	8 guidance issued	Throughout 2024

External communication actions		
Output	Indicator	Target
Announcement of annual road safety statistics	Social Media: Number of impressions per post	50
Other important outputs		
Output	Indicator	Target
Marine Equipment standards Implementing Regulation	Adoption	Q3 2024
Implementing and delegated acts on aviation safety (air operations (including drones), occurrence reporting, aerodromes, air traffic management, flight crew licensing)	Adoption by the Commission	2024