



European
Commission

Management Plan 2020

DG MOVE

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INTRODUCTION

This **Annual Management Plan 2020** outlines DG MOVE's activities and sets out planned outputs 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 deliver on the Commission's political priorities and objectives.

The year 2020 is the first for Ursula von der Leyen's Commission. Under the direction of Commissioner Adina Vălean, the Directorate-General for Mobility and Transport (DG MOVE) is in charge of developing mobility and transport policies for the European Union.

Transport is key to the quality of people's lives, to the resilience and competitiveness of our economies and to turning climate and environmental challenges into opportunities. Transport will contribute to a Union that strives for more as defined in President von der Leyen's six **headline ambitions**. While delivering freedom for people, services and goods to move unhindered within our Union, the EU transport policy directly feeds into five of the six political priorities:

- a European Green Deal,
- a Europe fit for the digital age,
- an economy that works for people,
- promoting our European way of life, and
- a stronger Europe in the world.

Transport will be a central part of the European Green Deal and DG MOVE is set to contribute extensively to harnessing the potential of the twin climate and digital transitions.

In this first year of the von der Leyen-Commission, DG MOVE will notably deliver on its commitment under the European Green Deal to come forward with a comprehensive Strategy on Sustainable and Smart Mobility. The transition to sustainable alternative fuels will be at the core of our efforts in 2020, as we strive to boost the uptake of clean vehicles and alternative fuels for aviation, maritime, road and rail. We will also seek to improve efficiency and resilience across the whole transport system, including through digitalisation. Ensuring that existing transport legislation is properly implemented, applied and enforced and securing adequate financial backing will be key to achieve our objectives in transport on digitalisation, safety, security and social aspects, cutting barriers to the single market, and boosting competitiveness of industry both within and outside the EU. Work on evaluations of key legislations at the core of our transport policy such as the TEN-T Regulation, the Rail Freight corridors and the Intelligent Transport Services will contribute to ensuring our legislative framework addresses emerging trends, answers new challenges and remains fit for purpose.

Whilst having a heavy impact on the society and economy as a whole, the COVID-19 crisis has also caused severe consequences on the transport sector. DG MOVE is working to

restore connectivity and reinforce our transport systems so that they can withstand future shocks and contribute to a successful economic recovery. Increasing resilience and efficiency in transport also requires specific focus on sustainability and digitalisation, in line with the objectives of the European Green deal and the Commission's ambition to ensure that Europe is fit for the digital age.


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


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

Our policy is at the very heart of reducing the negative impact of transport on the environment and on people's health, and to contribute to achieving climate neutrality across the EU. DG MOVE's work under this objective will be guided by the Communication on the European Green Deal by Executive Vice-President Frans Timmermans¹ and the comprehensive  **strategy for sustainable and smart mobility** that will be presented by Commissioner for Transport Adina Vălean in Q4 2020². The strategy will provide overall guidance for the radical reduction of greenhouse gases emissions from transport on the environment and on the health of our citizens in general, in the period up to 2050. More specifically, it will accelerate the shift towards more sustainable mobility. It will include measures aimed at recovery from the COVID-19 crisis. It will also contribute to other Commission's headline ambitions: making Europe fit for digital age, an economy that works for people, a stronger Europe in the world and promoting our European way of life. The strategy will be accompanied by two major initiatives aimed at promoting sustainability of airborne and waterborne transport.

DG MOVE will propose in 2020 the  **Fuel EU Maritime** initiative, which aims to accelerate the achievement of low-emission, climate-neutral shipping and ports by promoting the uptake of sustainable alternative energy and power. It will complement the existing regulatory framework, which addresses infrastructure (Alternative Fuel Infrastructure Directive) and supply (Renewable Energy Directive), with specific demand-side measures aiming at facilitating the necessary uptake of alternative fuels in maritime transport. It is a first concrete step to bring the maritime sector in line with the European ambition of climate-neutrality by 2050 and to contribute to the EU GHG reduction target for 2030.

In the aviation sector, DG MOVE will incentivise the production and the uptake of sustainable aviation fuels, and explore the possibility to introduce a blending mandate for sustainable aviation fuels in the  **ReFuelEU Aviation** initiative. DG MOVE will assess legislative options to boost the production and uptake of sustainable aviation fuels (with a focus on advanced and e-fuels). Such sustainable aviation fuels can achieve significant

¹ https://ec.europa.eu/info/publications/communication-european-green-deal_en

² Berlaymont pictograms mark initiatives listed in the Commission Work Programme 2020

emission reductions (up to 80% compared to fossil jet fuel). However, their production and use is currently negligible (around 0.5% of total jet fuel use). A robust and long-term policy framework is necessary to provide investors, the energy and air transport sectors with sufficient confidence to invest in producing and purchasing sustainable aviation fuels.

To complete the ecosystem needed for greater use of the sustainable fuels, additionally equally important work will be conducted on the **Alternative Fuels Infrastructure Directive**. DG MOVE will report to the Council and Parliament by November 2020 on the state of play of market uptake and implementation of alternative fuels infrastructure policies. DG MOVE will conclude the evaluation of that Directive and present it together with the assessment of all national implementation reports and the updated EU alternative fuels report by that time. DG MOVE also plans to adopt a Delegated Regulation setting technical standards for plugs for electric buses and socket outlets for charging infrastructure, following the requirements under the Alternative Fuels Infrastructure Directive.


In road transport, DG MOVE will work on the **implementation of the first mobility package on social and market rules**, to be adopted by the co-legislators in July/August 2020. In 2020 DG MOVE will conduct a study and assess the environmental and economic impact of the Mobility Package 1 **on the provisions related to the return of the vehicles to the Member States of establishment and to the application of cabotage restrictions to combined transport operations**, to be followed up by relevant proposals as necessary.

Pricing is an effective means for implementing the polluter pays principle. DG MOVE will work towards adoption of the pending legislative **proposal on charging of heavy goods vehicles (HGVs)** for the use of certain infrastructures and the proposal on the revision of minimum level of vehicle tax for HGVs. According to the proposals, road charges should in particular reflect the CO₂ emissions of road transport (either through variation or through a CO₂ external cost charge). The proposals is part of Mobility Package I (proposal in 2017). The objective is to reach a general approach in Transport council soon with a view to final adoption possibly at the end of 2020.

DG MOVE will also start reflection on a possible inclusion of road transport into **Emissions Trading System (ETS)** and contribute to the work on extending ETS to the maritime sector and reducing free allowances for airlines. DG MOVE will also start work towards a legislative proposal for a **harmonised GHG emission accounting system** for transport services, to improve their efficiency and sustainability on both the demand and supply side of the transport market.

The European Green Deal of December 2019 also requires a renewed approach to **sustainable urban mobility**. The evaluation of the 2013 Urban Mobility Package, is planned to be finalised in the third quarter of 2020. The European Court of Auditors (ECA) concluded in March 2020 in its performance audit of the EU urban mobility policy and funding that no real progress at local level is possible without stronger involvement of


Member States. DG MOVE will work in 2020 towards addressing the points raised by the ECA building on the evaluation findings.

The European Green Deal Communication specifies that rail and inland waterways should carry a greater part of **inland freight**. Automation and digitalisation with a special focus on rail freight will improve the rail service offer and thus its contribution to decarbonisation. For this reason, DG MOVE will build on the results of the evaluation of Regulation 913/2010 concerning a  **European rail network for competitive freight (Rail Freight Corridor Regulation)**, so as to ensure the availability and use of rail infrastructure capacity under arrangements that enable the efficient and timely provision of cross-border rail freight services.

In order to respond to a higher demand for more sustainable mobility, DG MOVE will ensure that rail can increase capacity and improve efficiency of services through harmonised rules for infrastructure, rolling stock and rail operations, including cross border and as part of multimodal transport chains.

In line with the decarbonisation vision of the European Green Deal, the Commission has proposed to make **2021 the European Year of Rail** and DG MOVE will play an active part in the adoption process and will be preparing related activities and a communication campaign in close cooperation with stakeholders already in 2020. This proposal supports DG MOVE's policy work to incentivise the use of rail both in freight and in passenger transport. It will encourage and support the efforts of all stakeholders and public authorities involved in the sector to take actions to improve the efficiency and competitiveness of the rail sector, and so to increase the attractiveness of passenger and freight transport by rail.

DG MOVE will propose a new **NAIADES III** agenda for the period 2021-2027 to make inland waterway transport a climate change resilient, clean, safe, efficient and smart transport mode helping to address road congestion and to reach EU decarbonisation goals.

In addition, a focus will be given on the evaluation of key elements of the inland navigation legislative framework. It will include the finalisation of the  **evaluation of the River Information Services (RIS) legislation**, which will enable to identify potential areas for simplification and updates, as well as the publication of a study on the synergies between inland navigation and other transport modes' digital solutions. In 2020, a comprehensive evaluation will also be launched of not less than nine different existing pieces of legislation concerning the access to and functioning of the IWT market, including the free movement of services and workers.

DG MOVE will continue the close cooperation with the port stakeholders, including in the European Ports Forum and its sub-group on greening. The aim is to share best practices and come up with practical solutions, recommendations and guidelines, which could support the contribution of ports to achieving the European Green Deal objectives. This work will be

complemented by the launch of an **EP Pilot on Greening of Ports**. DG MOVE will also continue its monitoring of the **Ports Services Regulation** (Regulation (EU) 2017/352) in the Member States.

DG MOVE will also ensure actions at both EU and international level will move the waterborne sector towards a cleaner trajectory. All activities will be carried out with a close eye on global developments at IMO level. Key areas for action will cover shipping emissions, ship efficiency and waste discharge, to name some among the most important areas. The implementation of **Directive 2019/883 on Port Reception Facilities** requires the adoption of 4 implementing acts with specific measures aimed at incentivising the discharge of ship waste at ports and better aligning fees with green incentives. We will be ready to contribute to the incorporation of international standards for ship source pollution into EU law such as **Directive 2005/35 on Ship Source Pollution**.

In aviation, DG MOVE will also prepare an amended proposal for **Single European Sky**. The original has been under discussion by the co-legislators since many years, and requires updating, in particular if it is to help delivering emissions reductions from aviation.

In the International Civil Aviation Organization (**ICAO**), DG MOVE, in close cooperation with DG CLIMA will in particular contribute to a smooth launch on 1 January 2021 of the **Carbon Offsetting and Reductions Scheme for International Aviation (CORSIA)**, with the participation of all Member States from that date. This involves the notification of voluntary participation by Member States as well as due consideration of the unexpected impacts of the COVID-19 pandemic on CORSIA. In this context, DG MOVE will also actively contribute to the work in ICAO to develop options for a long-term CO2 emissions reduction goal, which was re-started at the beginning of 2020 at the request of the EU.

Reaching the European Green Deal objectives also requires mobilising public and private investment. Through the **Connecting Europe Facility (CEF)** programme for transport, DG MOVE will allocate support by mid-2020 to sustainable modes of transport (railways, inland waterways), to foster inter-modality and efficiency of the transport system, clean urban transport and the deployment of alternative fuels in all transport modes. CEF will also allocate grants to sustainable transport infrastructure, including alternative fuel investments in maritime and inland ports.

The CEF Blending Facility and the CEF Debt Instrument (CEF-DI) will continue promoting the participation of private sector investors and financial institutions in projects contributing to the



EBRD joins CEF Blending Facility as implementing partner, January 2020

environmental sustainability and efficiency of the transport sector. The CEF Blending Facility will allow to further strengthen still under the current MFF the deployment of alternative fuels infrastructure (zero emission) across all modes giving to projects using renewable energy sources. The CEF-DI supports high-risk deployment of alternative fuels infrastructure and mobile assets and paves the way for the future InvestEU Sustainable Infrastructure Window.

The European Green Deal will also be the compass for the preparation and adoption of the first CEF II (2021-2027) Multi-Annual work programme, due by end of 2020. The European Green Deal objectives are pursued in the transport sector by a renewed attention on sustainable alternative fuels in all transport modes, among others.

In 2020, **the Horizon 2020 (H2020) Programme will continue to support Research and Innovation (R&I)**. A dedicated Green Deal Call will be launched in the second half of 2020, as part of an amended H2020 Work Programme 2020. To this end, DG MOVE is expected to contribute additional budget in the order of EUR 60 million, in support of innovation actions that should lead to significant and immediate impact on transport decarbonisation, particularly in aviation/airports and shipping/ports. The European Green Deal will also be the main driver for the design of the Horizon Europe Cluster on Climate, Energy and Mobility, as well as the preparation and adoption of the first Work Programme (2021-2022), expected by Q1 2021.

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

Automation and digitalisation play an increasing role in modern transport. DG MOVE's work will be directed at bringing up to date the regulatory framework, so that all transport users and providers can fully benefit from digitalisation. Digitalisation has also a particular role in reducing the administrative burden, both for business and for public authorities in the transport sector.

In line with the European Strategy for data³ published in February 2019, and as part of the development of the Common European mobility data space, DG MOVE has started the necessary steps to review by 2021 the **Directive on Intelligent Transport Systems**, including its delegated regulations to increase data availability, reuse and interoperability. This includes the revision of Delegated Regulation (EU) No 962/2015 with regard to the provision of EU-wide real-time traffic information services, in view of possible adoption by 2021. DG MOVE will also establish a stronger coordination mechanism to federate the


³ COM(2020) 66 final

National Access Points established under the ITS Directive through an EU wide CEF Programme Support Action to be started in 2020.

DG MOVE, in collaboration with DG RTD, foresees to establish a new EU partnership under **Horizon Europe on Cooperative, Connected and Automated Mobility** (CCAM). The work undertaken through the stakeholder Platform on CCAM is helping to develop a common European strategic research agenda in this field.

Additional Research and Innovation activities on transport digitalisation will also take place throughout 2020 in other areas of mobility and transport. In particular, DG MOVE will actively engage in the work of the **SESAR and Shift2Rail Joint Undertakings**. New grant agreements will also be in place to fund projects on smart cities and logistics, while the H2020 Calls for 2020 will support actions on automated infrastructure, on network/traffic management for connected/automated mobility, as well as on smart airports. DG MOVE will continue to work in parallel, both on the successful implementation of Horizon 2020, as well as on building up Research and Innovation activities, including on transport digitalisation, in the context of Horizon Europe. The successor of Shift2Rail, a new European Partnership for transforming Europe's rail system, will contribute to shape the future of the railway system as the backbone of sustainable and smart mobility in Europe.

The study on **“the social dimension of the transition to automation and digitalisation in transport, focusing on the labour force”** will set out policy recommendations on how to accompany the transition.



The evaluation of the  **Driving Licence Directive** (2006/126/EC), currently underway, will assess how the Directive has performed in improving road safety, facilitating free movement and reducing the possibility of fraud. It will also examine its performance in the light of technical progress e.g. as regards vehicles and digitalisation.

Based on the activities of the Digital Transport and Logistics Forum (DTLF), DG MOVE will continue in 2020 the work on the corridor freight information systems, preparing the grounds for a new initiative for facilitating trusted and secure **data sharing in freight transport and logistics** in the context of the European Strategy for Data. Following the adoption of the proposal on the Regulation on **Electronic freight transport information (eFTI)** expected for mid-2020, priority will be given to the preparation of the implementation specifications of the Regulation with the support of the Digital Transport and Logistics Forum (DTLF), to ensure the timely adoption of these specifications, in accordance with the requirements established in the Regulation.

DG MOVE will be advancing the development of the **EU-wide digital maritime system** and services for maritime surveillance and situational awareness. Digital aspects of waterborne are also being integrated in the maritime acquis, including new digital approaches for enforcement facilitated by the European Maritime Safety Agency (EMSA). DG MOVE also works together with other actors on the implementation of the **European**

Maritime Single Window environment (EMSWe) Directive adopted by the co-legislators in 2019.

To improve the internal-market for aviation, DG MOVE will prepare a number of proposals. This will include an updated proposal of the **Airport Slot Regulation** based on market developments, also taking into account recovery and resilience considerations. The aim is to re-start negotiations in the Council and the European Parliament, which have been ongoing since 2011.

DG MOVE will also work on a revision of the  **Airport Charges** Directive which will now also take the structural impact of the COVID-19 outbreak on the market into account. The aim is to ensure an effective framework for preventing misuses of significant market power by airports and airlines in the context of airport charges setting process. Parallel work on a revision of the  **Air Services Regulation** will aim to contribute to an efficient and well-functioning internal market for air transport and its global competitiveness, while also contributing to the protection of consumer interests and to safeguarding high EU safety, employment, social and environmental standards. The impact of COVID-19 will also be taken into account.

DG MOVE will work to improve the effectiveness of common projects to deploy **SESAR** digital technologies aiming to modernising Europe's air traffic management infrastructure. DG MOVE will take forward the Pilot Common Project on mature ATM solutions that requires synchronised deployment and that bring significant network benefits. Moreover, DG MOVE will prepare a proposal for a **new research partnership under Horizon Europe**, succeeding the current the SESAR Joint Undertaking, which will be building on the vision of the ATM Master Plan.

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's work towards this specific objective will focus on reviewing the regulatory framework for trans-European transport network and on ensuring smooth transition in funding available from CEF. Restoring connectivity following the pandemic crisis will be particularly important.

DG MOVE will finalise by the end of the 2020 **the evaluation of the Trans-European Network for Transport (TEN-T) Regulation**. Building on its findings, DG MOVE will work on the preparation of the legislative proposal for a new TEN-T Regulation in the framework of the European Green Deal to be finalised in the second quarter of 2021. There will be

close interrelations between the TEN-T proposal and other ongoing initiatives, notably on Alternative Fuel infrastructure, ITS and on Rail Freight Corridors.

The **4th work plans** of the European TEN-T Coordinators have been submitted to Member States by June and will be published after their approval. The work plans show the progress



Commissioner Vălean at the Brenner Tunnel's construction site in Innsbruck. February 2020

achieved and the outstanding challenges on the implementation of the 9 multi-modal corridors and 2 horizontal priorities (ERTMS and Motorways of the Sea), enabling a more efficient use of sustainable modes of transport and the deployment of low emission mobility. DG MOVE will also start the preparation of further implementing decisions for major cross border projects on the core network (Lyon-Turin,

Brenner Base Tunnel and possibly Fehmarn Belt) which will specify the construction timing and the mode of governance for these projects. These follow up on earlier implementing decisions adopted in 2018 and 2019 (Evora-Merida, Seine-Escaut and Rail Baltica). DG MOVE has supported the co-legislators in finding an agreement for the adoption of the **TEN-T streamlining directive, which** was reached during the trilogue of 8 June 2020. The directive, which will be adopted once the CEF 2 is adopted, will directly contribute to the realisation of the TEN-T core network by 2030 by ensuring quicker permit-granting procedures and their facilitation for project promoters.

By the end of 2019, **CEF Transport** has already allocated around €22 billion in grants for projects contributing to the completion of TEN-T, triggering more than €45 billion of total investments. DG MOVE ensures the implementation of CEF funding in cooperation with the Innovation and Networks Executive Agency (INEA).

During 2020, additional grant agreements will be signed. Both the evaluation of the 2019 multiannual call and adoption of the last amendment to the Multi-Annual Work programme foreseen during the third quarter of 2020 will enable to address bottlenecks and close missing links. An amendment to the Multi-Annual Work programme could also take into account specific measures to mitigate the impact of the COVID-19 pandemic.

Once the new CEF legal base will be adopted by the co-legislators, the expected adoption of the first CEF II (2021-2027) Multi-Annual work programme (end of 2020) will allow continuing supporting the achievement of the TEN-T policy objectives co-funding actions addressing cross-border and missing links for all transport modes.

The CEF Debt Instrument (including the legacy Project Bond Initiative and Loan Guarantee Instrument for TEN-T Projects) has generated a portfolio of transport investments exceeding €14 billion as of December 2019. In addition, EFSI support to transport resulted in €32 billion of investments by that same date. The roll out of sustainable transport technologies will also keep on being supported by the strong pipeline under the CEF Blending Facility and CEF-DI.

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

Promoting **the implementation and enforcement** of the EU transport acquis by Member States is essential for achieving an efficient, sustainable, safe and secure Single Transport Area and delivering the benefits of transport policies to European citizens and businesses. Though DG MOVE will not propose any new major initiatives under this specific objective this year, we will continue to pay attention to ensuring that laws are properly applied, notably through close co-operation and communication with Member States. Special efforts will be needed in 2020 for transposing and implementing legislation that has recently been adopted or which will be adopted soon, whilst taking into consideration Covid-19 impact on Member States' ability to transpose and implement EU law. In this context, compliance-promotion tools play a crucial role, in particular infringement-dedicated package meetings, committee and expert meetings, ad hoc contacts and issuing of guidance addressed to Member States.

The creation of a stable and predictable legal framework for citizens and businesses is at the core of the Commission's strategy. This entails commitment to the timely and detailed performance of communication and conformity checks. This is all the more important as several directives are due for transposition in 2020, in particular in the railway sector. DG MOVE will also continue to use the vast array of compliance-promotion tools at its disposal to encourage Member States to implement the transport acquis. DG MOVE will in addition pursue its implementation of the 2016 Commission Communication "EU Law: better results through better application". DG MOVE will continue to engage with Member States through the reinforced use of EU-Pilot and through the instruction of duly prioritised infringement files. The enforcement work will more specifically target the rules on completing the single market, such as **implementation of the 4th railway package**, on promoting sustainable mobility (alternative fuels infrastructure), on digitalisation (development of intelligent transport systems) and will continue to ensure the full implementation of the common requirements for safety and security in all modes of transport.

The combination of these efforts should allow DG MOVE to prevent transposition/implementation issues from arising and, when this is not possible, to continue ensuring the rapid treatment of infringement files, therefore delivering on the DG's commitment to ensure a high degree of implementation of EU transport law.

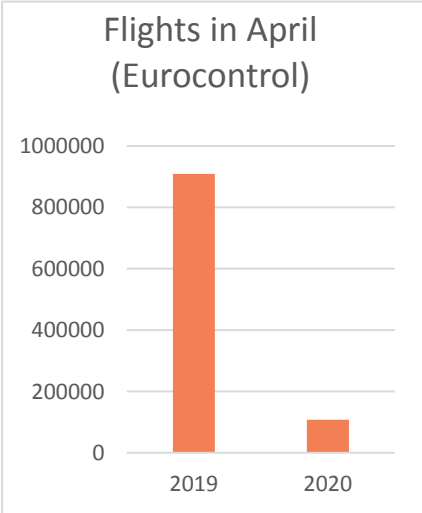
The impact assessment of Mobility Package I highlighted the possible need for specific **rules for bus and coach drivers**. Therefore, a study will be launched in 2020 on the driving and rest time rules for bus and coach drivers, with a view of a possible initiative in 2021: it will look into the adequacy of the driving and rest time rules, which currently apply to both passenger and freight transport, to the transport of passengers by bus and coach.

DG MOVE’s objective on the proposal on **hired vehicles** includes a general approach in Council. The proposal will provide for more flexibility for road transport undertakings to hire vehicles in a Member State other than the Member State of establishment.

The technical pillar of the **4th Railway Package** allowed for split transposition dates. Since 16 June 2019 eight Member States apply the technical pillar and the Commission monitors the conformity of their transposition. While the Commission proposed to postpone the original date as part of the COVID-19 measures to allow Member States more time for a correct transposition, the remaining 17 Member States should transpose still in 2020. Generally, the European Union Agency for the Railways and DG MOVE will continue to work with Member States on eliminating no-longer compliant national rules on interoperability and safety

The evaluation of Directive 2007/59/EC on the **certification of train drivers** will be finished in 2020. With the financial support of the European Parliament, a Pilot Project has been launched on the **“Revitalisation of cross-border night trains”** to identify measures to promote cross-border long-distance passenger rail services.

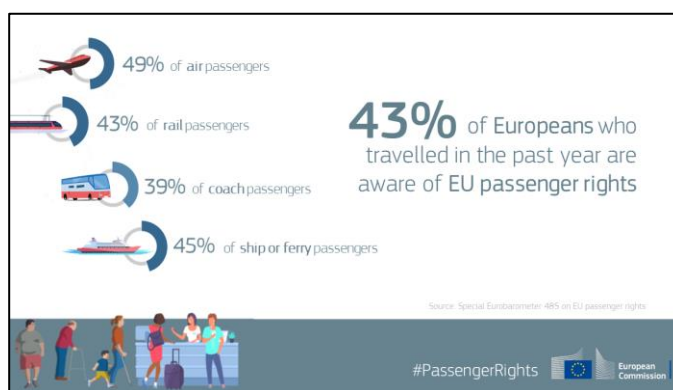
In order to reduce the economic impact of the coronavirus crisis on **maritime transport operators**, the Commission has adopted in April 2020 a **proposal for amending Regulation 2017/352 on Port Services**. The amendment allows ports to waive, suspend, reduce or defer the payment of port infrastructure charges due for the period between 1 March 2020 and 31 December 2020. The Commission will continue advancing on its internal and global agenda concerning the working conditions and the training and certification of seafarers. As a result of the COVID-19 crisis, the Commission has issued **Guidelines on protection of health, repatriation and travel arrangements for seafarers** (C(2020) 3100 final), with a view to ensure that crew changes can be performed swiftly and safely.



The **aviation sector** has been particularly severely hit by the COVID-19 crisis. To provide relief to the sector, DG MOVE prepared proposals temporarily changing or suspending rules concerning use of airport slots, selection of groundhandling service providers, as well as air services. DG MOVE’s preparatory work on the revision of the air services legislation (see objective 3.1) will also consider the new economic and social reality. The Economic Regulation and the related performance

targets, which are essential to regulating monopolistic service providers in the area of Air Traffic Management (ATM), have been deeply impacted by the large drop in traffic volumes due to the COVID-19 pandemic. As a response to this situation, DG MOVE will propose in an ad-hoc Regulation changes to Commission Implementing Regulation (EU) 2019/317 that should apply during times of the crisis, by introducing amendments to the revision process for the final adoption of the national and FAB performance plans and their binding targets. DG MOVE will also present an amendment to the Airport Slot Regulation taking account of the impact of the COVID-19 outbreak with a view to temporarily alleviate airlines from the “use-it-or-lose-it” rule – whereby air carriers must use at least 80% of their airports slots within a given period in order to keep them within the corresponding period of the next year. The need for further extension will be assessed in 2020 in line with the latter.

The COVID-19 crisis has demonstrated the importance of clear and enforceable **passenger rights**. The Commission adopted a recommendation on 13 May confirming that passengers’ and travellers’ rights to get a full refund if their trip is cancelled apply also under the current unprecedented circumstances. While passenger rights and consumer protection are seen by European citizens as one of the most important EU achievements⁴ only 43% of EU citizens who have travelled by air, long-distance rail, coach, ship or ferry in the previous 12 months know that the EU has put in place rights for passengers.⁵



Citizen’s awareness of EU passenger rights

DG MOVE will also continue working on **rail passenger rights**, (recast of Regulation No 1371/2007). The European Parliament and the Council are expected to find a balanced approach in the legislative process in 2020. As regards the revision of Regulation No 261/2004 on **air passenger rights**, DG MOVE will support the Council towards agreeing on a General Approach considering that discussions resumed in October 2019. DG MOVE will work on evaluating **passenger rights regulations**: touching upon rights of persons with disabilities and with reduced mobility (PRM), on rights of passengers when travelling by sea and inland waterways and on rights of passengers in bus and coach. Work will be

⁴ Eurobarometer Standard No 91 (Spring 2019 edition): more than a third of the respondents said they have benefited from strengthened rights of air transport passengers (35%, + 1 percentage point compared to Spring 2018). This achievement ranks 4th in the list.

⁵ Eurobarometer Special No 485, Passenger rights in the European Union (January 2020).

complemented by a separate study on a comparative analysis of the good practices across passenger rights in all modes of transport.

DG MOVE will continue to support the work of the **Platform for Women in Transport** and will launch a European Network of Ambassadors for Diversity in Transport (if the Covid-19 crisis allows). It will accompany the work of the contractors preparing educational toolkits for fighting stereotypes against women as workers and gathering good rostering and staff scheduling practices to improve the work-life balance of all transport workers. It will also launch a study to analyse the policy needs of specific groups of transport users.

General objective 4: A stronger Europe in the world

Specific objective 4: 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.

Contributing to "A stronger Europe in the world", DG MOVE promotes EU transport policies globally, including the TEN-T approach as well as EU technical standards across all transport modes, notably for safety and security. In 2020, DG MOVE will focus on supporting the EU industry through improved market access and enhancing the EU's role and influence in the transport sector at bilateral and multilateral level. Particular attention will be given to international cooperation in the field of counteracting the effects of emergency situations of cross-country nature following the COVID-19 crisis and of restoring resilient transportation that support the global supply chains.

DG MOVE will also continue to strengthen transport relations with key partner countries and regions. DG MOVE will remain engaged especially with the strategic partners of Japan and Republic of Korea, the high growth ASEAN region, in the implementation of the EU's Strategy on **Connecting Europe and Asia** through both internal coordination (co-chairing the dedicated Inter-Service Group) and *vis-à-vis* relevant third countries. This work aims at ensuring an inclusive approach and thus paving the way for better access to fast growing foreign markets, reciprocity and level playing field as well as the promotion of EU standards in all relevant countries. This will in turn reinforce the competitiveness of EU operators and thus contribute to the development of the EU internal transport market. DG MOVE will continue to strengthen transport relations with **China** through the EU-China Connectivity Platform (in particular with the launch of the Joint study on sustainable railway-based comprehensive transport corridors, based on the "Terms of Reference" agreed in 2019). Greater cooperation between transport modes and cross-modal approaches facilitate the dialogues with more strategic partners, such as Australia and India.

As regards the **Neighbourhood regions**, supporting connectivity reforms and the gradual extension of the EU policy approach is a key priority. This will include the full operationalisation of the Permanent Secretariat supporting the implementation of the

Transport Community Treaty (TCT) and of **Western Balkans** leaders' commitments on a regional rail strategy and action plans on road safety as well as border crossing facilitation. DG MOVE will also pursue the cooperation in the framework of the **Eastern Partnership** through the priorities identified at the 2018 Ministerial Conference and in view of the Indicative Infrastructure Investment action plan published in early 2019 to support completion by 2030 of the core TEN-T extension. DG MOVE will continue reinforcing the bilateral cooperation through Transport Dialogues with Ukraine, Georgia and Azerbaijan. DG MOVE will further promote the establishment of the TransMediterranean Transport Network and its future connections with the TEN-T through an agreement to be reached within the **Union for the Mediterranean (UfM)** framework. Multimodal transport exchanges are already taking place bilaterally with Israel. Cooperation with Turkey will continue, especially as regards the Halkali Kapikule rail line project.

DG MOVE will prepare delegated acts to amend the **indicative maps of third countries contained in the TEN-T Regulation**, by modifying existing ones and adding new ones (Georgia, Ukraine, South Mediterranean countries).

DG MOVE will build on on-going sectoral cooperation with the **United States** in order to deepen transport relations across all modes where possible. In Latin America, DG MOVE will continue to explore possibilities to engage with Mexico.

In line with the 2020 **Comprehensive Strategy towards Africa**, DG MOVE will provide its input to the implementation of the recommendations of the Africa-Europe Alliance Task Force on Transport of 2019, focusing on Aviation, Road Safety as well as Connectivity. A specific emphasis will be given to the ongoing technical assistance to Aviation Safety capacity building (with DG DEVCO) and support to the launching of the Single African Air Transport Market (SAATM). Other areas of potential cooperation will be explored in the framework of the continuation of the Transport and Connectivity Task Force, in coordination with DG DEVCO. In this framework DG MOVE will, in cooperation with DG DEVCO, continue its support to African partner states via the CASEII⁶ project to enhance the capacities of civil aviation security regimes. Where possible, it will further expand cooperation in aviation safety, security and the environment, as key contributions in making African skies safer, more secure and more sustainable.

DG MOVE will remain engaged with **Iran** to ensure the Joint Comprehensive Plan of Action (JCPOA) remains in place, while promoting EU aviation and maritime interests.

DG MOVE will continue the cooperation with **international organisations** and **multilateral fora** to promote its transport policy objectives and share best practices globally through multilateral fora (e.g. ICAO, IMO, UNECE Inland Transport Committee,

⁶ <https://www.ecac-ceac.org/ec-ecac-case-project>

where the Secretariat has been given the task to administer the UN Global Trust Fund for Road Safety). Likewise, DG MOVE will pursue its work on road, road safety, rail, and dangerous goods with the United Nations Economic Commission for Europe (UNECE).

Within the work of the **Northern Dimension Partnership for Logistics and Transport**, DG MOVE will provide its support to specific activities of common interest (such as on road safety, decarbonisation and digitalisation of transport).

DG MOVE will continue to implement the initiatives of the **Aviation Strategy for Europe** adopted by the Commission in December 2015, and in particular the negotiation of comprehensive air transport agreements with key partners and neighbours. The aim should be to finalise negotiations with ASEAN, the UK, Oman and Azerbaijan. Following the departure of the UK, DG MOVE expects the **signature of several air transport agreements**. This relates to the agreements with Ukraine (initialled in 2013), Armenia (initialled in 2017), Tunisia (initialled in 2017) and Qatar (initialled in 2019), as well as to the **Bilateral Air Safety Agreement (BASA)** and the **Horizontal Aviation Agreements** with Japan and the Republic of Korea.

During 2020, **Bilateral Aviation Safety Agreements (BASA)** will be concluded with China. In addition, negotiations will continue with the United Kingdom to include a chapter on aviation safety as part of a wider Economic Partnership Agreement. Furthermore, significant amendments will be made to the existing BASA with the United States of America with the addition of annexes to incorporate Pilot Licensing and Flight Simulator Training Devices in the effective implementation scope of the agreement.

In 2020, DG MOVE will launch a study to survey **bilateral maritime agreements** between Member States and third countries containing provisions on maritime transport services. This study will serve as a basis for a possible future action to grandfather existing bilateral agreements, which are otherwise invalid, and introduce a simplified notification procedure and authorisation system for future agreements negotiated by Member States. DG MOVE will also actively engage in the works of International Maritime Organisation (IMO), Danube Commission, Rhine Commission and standardisation committee for inland waterways transport (CESNI).

DG MOVE will monitor the ratification by the EU of the **Interbus agreement**, including the Protocols extending the agreement to international regular services and allowing Morocco to accede to the agreement. EU already signed the protocols and the ratification should take place in 2020. In a view to strengthening the cooperation with strategic partners, DG MOVE may organise **rail technical seminars** with Mexico and the ASEAN in 2020.

DG MOVE has been actively participating in the Commission's preparatory work for the **withdrawal of the United Kingdom from the EU**. It continues to be actively involved in the negotiations on future partnership between the EU and the UK.

The EU's objective is to conclude a single partnership agreement. Air transport, aviation safety and road transport would constitute separate chapters. The proposed chapters on air transport and aviation safety are largely based on the precedents of comprehensive air transport agreements and bilateral aviation safety agreements recently negotiated by the EU. The chapter on road transport would mainly liberalise bilateral freight transport and include provisions on transit. Maritime transport services would be included in the chapter on trade in services and investment. Transport services would also be subject to the partnership agreements' provisions on governance and level playing field (including competition, State aid, social and environmental rules). Some transport specific rules on level playing field are also foreseen in the air and road transport chapters. The UK proposal is also based on precedent. Yet, it diverges in many ways from the EU proposal. For example it foresees separate agreements on air transport and aviation safety. It also includes much lighter provisions on level playing field.

Several rounds of negotiations have already taken place. An agreement depends upon compromise being found in all sectors, including those that are essential for the EU but deemed problematic by the UK, such as level playing field and fisheries.

In parallel, DG MOVE is also actively working with France on finding a solution as regards the safety of rail operations in the Channel Tunnel. To that end, the Commission has adopted a proposal for a decision empowering France to negotiate a bilateral agreement with the UK and a proposal amending Directive 2016/798 on rail safety to allow for such a bilateral solution.

General objective 5: Protecting 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

European transport should be safe and secure for everyone. As mobility needs change, traffic increases, and health and security threats become even more complex, DG MOVE efforts to keep transport safe will continue to address new challenges for both safety and security. This is why DG MOVE will work together with the different EU Agencies and all stakeholders to implement and enforce the highest safety standards for all modes of transport. This work will also include addressing the coronavirus concerns. Legislation is in place and regularly updated to mitigate emerging threats and to perform aviation and maritime security inspections in the Member States. DG MOVE will launch strategic discussions with Member States to address the future of **aviation security**. In maritime, DG MOVE will explore a joint action with Member States in the area of **ferry and cruise ship security**. DG MOVE will pursue its efforts to implement the Action Plan to improve **rail passenger security**, notably via the EU Rail Passenger Security Platform. Throughout all of these activities, specific attention will be given to accommodating eventual measures/considerations stemming from the 2020 COVID-19 pandemic with a view to

enabling a consolidated, coordinated and effective approach to Crisis Management in case of resurgence or reappearance of similar events.

Another challenge concerning all transport modes is **cybersecurity**. With the horizontal Directive on security of Network and Information Systems (NIS) as baseline, additional sector-specific measures reflecting the needs and specificities of each mode will likely be required. A Commission mandate has been given in 2020 for Cen/Cenelec standard setting based on Shift2Rail in order to mitigate the higher risk of cybersecurity exposure and enhance the robustness of the underlying ICT.

DG MOVE will continue to implement the **Action Plan on Military mobility** in the next financial programming period. DG MOVE will prepare an implementing act defining the infrastructure standards for funding dual-use infrastructure by the Connecting Europe Facility (CEF) under the military mobility envelope. This will follow the presentation of an amended gap analysis between military and civilian requirements. DG MOVE will also work with Member States to set up a project pipeline.

The TEN-T evaluation carries a security dimension as well. DG MOVE, together with INEA will look into the importance of transport infrastructure in terms of **“critical infrastructure”**, including the question of construction, ownership and operation of such infrastructure.

In the area of transport safety, DG MOVE will work on the implementation of the Strategic Action Plan on **Road Safety**⁷, adopted as part of the third Mobility Package. An impact assessment for a possible revision of the Cross-Border Enforcement Directive, facilitating information exchange between Member States on traffic offences committed by foreign drivers, has been launched and will be concluded in early 2021. A revision proposal could aim to make the Directive more effective and possibly to cover additional offences.

DG MOVE will also support Member States to collect a number of **key performance indicators for road safety**. The indicators were set in close cooperation with Member States in 2019⁸ and will be crucial in monitoring progress towards the goal to reduce the number of road fatalities and serious injuries by 50% between 2020 and 2030. In 2020, DG MOVE will also for the first time hand out an **“Urban Road Safety Award”**⁹ to highlight the decisive role of cities in making roads safer.

⁷ COM(2018)293 final, Annex I.

⁸ SWD(2019) 283 final.

⁹ <https://mobilityweek.eu/urban-road-safety-award/>

Rail remains the safest land transport mode in Europe. Nevertheless, the issue of level crossings and accidents with unauthorised people accessing tracks remains a constant issue of concern and difficult to compensate by new infrastructure. The European Union Agency for Railways, in cooperation with DG MOVE, has developed safety targets and indicators in 2020 with them aim to bring down level crossing accidents.

DG MOVE will prepare revision of a number of legislative acts aimed at ensuring the highest standards in waterborne services, its modernisation and better resilience. These include the **Flag State Directive (2009/21)**, **Port State control Directive (2009/16)** and **Accident Investigation Directive (2009/18)**, as well as **EU guidelines for trials of autonomous ships** (so called “EU Operational MASS Guidelines”) under the VTMS Directive (2020/59).

DG MOVE will also actively contribute to the IMO revised guidelines on Places of Refuge (a new IMO Council Resolution), which is based on the EU Operational Guidelines, to further European practices and standards on safety rules internationally.

DG MOVE will pursue efforts to enhance aviation safety. Contributing to this, drones’ growing capabilities and affordability present immense opportunities but may also pose security threats. Working with DG HOME and the Member States, DG MOVE will consider further measures to address the risks stemming from drones’ use.

PART 2. Modernising the administration: main outputs for the year

DG MOVE will take necessary actions towards deploying the human resources in line with Commission priorities, ensuring sound financial management and effective fraud risk measures, advancing digital transformation and reducing environmental impact of our activities. Challenges resulting from COVID-19 pandemic will be systematically addressed.

DG MOVE's **internal control framework**¹⁰ supports sound management and decision-making. It notably ensures that risks to the achievement of objectives are taken into account and reduced to acceptable levels through cost-effective controls. DG MOVE has established an internal control system tailored to its particular characteristics and circumstances. The effective functioning of the service's internal control system will be assessed on an ongoing basis throughout the year and be subject to a specific annual assessment covering all internal control principles.

MOVE will continue its efforts to reach the targets set in the present plan, across various management areas, which are reflected in the tables below. These targets are related to **key control objectives**, which stem from a rigorous application of DG MOVE overall control strategy in the framework of the rules and procedures of the European Commission.

DG MOVE will further build upon existing **risk-oriented controls** in 2020. Regarding budgetary management, a robust and sound control strategy will be supported by an increased awareness effort regarding the use of the VIGIE tool and by its alignment with corporate e-procurement tools. Close monitoring of the budgetary execution and regular reporting to DG MOVE management will ensure optimal use of budget resources to finance the evolving DG's priorities. In order to take into account the impact that the COVID-19 crisis is already having, an exceptional review of all ongoing projects and their state of implementation will be conducted at the end of the first semester.

The effort in respect of the supervision of entrusted entities will be maintained and further reinforced, in line with the Internal Audit Service (IAS) recommendations, by a regular re-assessment of the risks and of the resources needed to ensure the effectiveness of the supervision activities.

Based on the corporate decisions on the future **Executive Agencies'** portfolios under the next MFF, in 2020, DG MOVE will cooperate closely with other services, including the central services, on issues linked to the delegation of new programmes. DG MOVE will contribute to activities related to supervision requirements, such as reviewing the existing legal base, Executive Agencies' guidelines, Establishment and Delegation acts and Memoranda of Understandings.

¹⁰ Communication C(2017)2373 - Revision of the Internal Control Framework

Risk management, aligned with the corporate guidelines, covering all activities of DG MOVE and integrated into the internal control system and the anti-fraud strategy, will increase the effectiveness of controls and minimise the exposure of the DG to critical and significant risks.

DG MOVE will finalise the **fourth assessment of internal controls** against the 2017 framework. The assessment will be based on the Internal Control Baselines and monitoring indicators developed in December 2019, while taking into account other sources of information, such as audit observations, exceptions and non-compliances and other measurements, such as the results of the Staff Satisfaction survey.

DG MOVE will also focus on the timely implementation of the recommendations issued by **the Court of Auditors and IAS**. This will be implemented through a regular follow-up of all outstanding and overdue recommendations.

The revision of **DG MOVE Anti-fraud Strategy** is on-going and will be completed by the end of 2020 in order to take into account the changes introduced by the new 2019 Commission Anti-fraud Strategy (CAFS). Two prerequisites, namely the evaluation of the previous strategy and a risk assessment, were already fulfilled in 2019. The 2019 CAFS brought two new priorities for the anti-fraud approach of the Commission: measures to build stronger analytical capabilities and a more centralised oversight mechanism of anti-fraud efforts. The updated Antifraud Strategy for DG MOVE, accompanied by an action plan, will translate these high-level priorities into appropriate actions (such as DG-level training and awareness raising activities) to ensure a coherent environment and emphasise strengthened cooperation with OLAF.

Throughout 2020, DG MOVE will continue with its awareness raising activities, with ex-post audits and other targeted antifraud activities, including the supervision of and cooperation with the entrusted entities, participation in Commission's antifraud networks (FDPnet, FAIR for the research family DGs) and fraud risk assessment.

In the context of the EC **Digital Strategy implementation**, DG MOVE prepared a local Modernisation Roadmap. The roadmap defines specific actions for the year 2020 that have been taken into account in drafting the outputs and targets as defined in the sections below.

Throughout 2020, DG MOVE will continue with its awareness-raising activities on personal data protection, as well as it will continue ensuring implementation of **data protection rules**.

As transport policy is central to the European Green Deal and in making Europe the world's first climate-neutral continent by 2050, DG MOVE is committed to lead by example. It will therefore promote the **EMAS** corporate campaigns at DG level and set local environmental actions, in order to support the Commission to reach its own environmental targets in line

with the EMAS Global Action Plan 2020 (approved by the EMAS Steering Committee on 31 January 2020).

A. Human resource management

Despite continuous efforts to create internal synergies to address political priorities, and in spite of the commendable dedication of DG MOVE's staff (ranked among the top scoring DGs with 75% staff engagement in the 2018 staff survey), DG MOVE will need to identify solutions (including reinforcement of current resources) to optimally cover new key areas. Additionally, given the difficulty of recruiting highly specialised profiles needed to deliver on new political priorities, maintaining the technical expertise in the current and future transport priority areas will request significant efforts in the years to come.

To address the scarcity of specialised transport-related profiles, in 2020-2021 DG MOVE is considering organising an AD competition of specialised transport profiles relating to the areas that DG MOVE needs to cover.

As follow-up of previous Commission Staff Surveys, DG MOVE has elaborated and will continue to upgrade development plans with the objective to monitor the mandatory indicators and to take appropriate annual actions for each indicator so that DG MOVE successfully meets the 2020-2024 targets.

In particular, DG MOVE will continue to take actions to attract female candidates to middle management functions (Indicator 1). Following the Commission's new decision on gender targets¹¹ in order to meet its specific target of two new female middle managers, DG MOVE will continue to carefully assess current and future management vacancies in the DG and will continue to be active in opening the career path towards middle management and Deputy Head of Unit occupation by AD females. Female members will also continue to be part of all recruitment panels. DG MOVE is supporting DG HR's Female Talent Development Programme by identifying participants and mentors for each edition.

DG MOVE will also continue to address the staff engagement (Indicator 2) by specific actions and trainings targeted at managers and staff.

DG MOVE's staff engagement increased from 70% (Commission average 64%) in 2016 to 75% (Commission average 70%) registered in the latest 2018 Staff Survey, ranking thus among the top scoring DGs. To arrive to this excellent result, DG MOVE built on previous positive experience and continued to introduce new actions. The rotation of a number of Heads of Unit as of January 2019, rotation of two Deputy Heads of Unit, appointment of

¹¹ SEC(2020)246

new Deputy Heads of Unit, as well as internal mobility of staff pursuing a change in their careers were supported in DG MOVE and aimed at answering staff's career expectations, increasing their commitment to do quality work and contributing to clear understanding of what is expected at work (as indicated in the staff engagement index). The Action Plan developed in 2017 also brought forward actions and principles aimed at strengthening staff engagement in DG MOVE, The new Action Plan, developed in 2019, envisages the continuation of the successful actions related to staff engagement and introducing new actions such as setting up an electronic suggestion box calling for innovative ideas, engaging staff more in cross-cutting task forces, consolidating a training strategy. At the same time, given the special context related to the coronavirus-related measures, the planning of some actions for 2020 may need to be re-considered (e.g. trainings, team-events, etc.).

In addition, DG MOVE's internal communication actions have also consistently ensured that the relevant information for their work and for their well-being reaches all colleagues, consolidated a stronger and more interconnected network of staff, and reassured colleagues that they receive the news in real time, thus substantially contributing to a continuous high level of staff engagement. These actions will continue over the 2020-2024 period as well.

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

Main outputs in 2020:

Output	Indicator	Target
Implementation of local and corporate talent management strategy	Gradual implementation of (staff survey) Action Plan that DG MOVE developed in 2019.	Progress measured annually (end 2020)
Attract specialised profiles and competences	Strengthen collaboration with AMC's career development team. Planning AD competition (either in coordination with other DGs or with DG HR) to address MOVE's needs of transport specialised profiles.	Along 2020-2021
Application of good practices in the recruitment process: gender-neutral vacancy notices; female members in panels; relevant statistics to senior management.	Percentage of panels including female members	100%
Application of good practices in the recruitment process: gender-neutral vacancy notices; female members in panels; relevant	Statistics on female representation provided to the DG; identifying possibilities and talented female ADs to increase	Quarterly and when HoU positions become vacant

statistics to senior management.	female first time appointments on middle management posts.	
Extended offer of health and well-being local actions and volunteering activities.	Continuing to implement actions suggested in the local Staff Survey on health and well-being actions. Intranet being continuously updated with new volunteering offers.	By December 2020
Sessions on raising awareness on well-being at work and/or on specific well-being topics.	Organisation of trainings: "HR pills" (e.g. prevention of psychosocial risks in the workplace)	By end December 2020 : initial planning of 3 sessions may need to be reconsidered
New-comers	Continue the bi-annual new-comers welcoming and consolidate new-comers' package by adding other actions dedicated to new-comers.	By December 2020
Internal communication of events	Creating and disseminating internal communication Newsletters (including sections such as message from the Director-General, happening in the DG, welcoming newcomers, etc.).	6 Newsletters by December 2020
Implementation of DG MOVE Development Plan	Regular meetings of DG MOVE Staff Survey Taskforce to follow-up implementation of actions	At least 1 by December 2020
	Information to staff on different issues (e.g. equality, career development, who does what in the DG...)	At least 1 Lunchtime Conference by December 2020

B. Sound financial management

The overall objective for DG MOVE for 2020 remains to plan, implement, monitor and report on the spending of financial resources in compliance with the sound financial management principle and to ensure that the control procedures put in place, as well as constant support and advising from the financial units, provide the necessary guarantees concerning the legality and regularity of the underlying transactions, including prevention, detection, correction and follow-up of fraud and irregularities.

DG MOVE has put in place an effective and efficient **internal control system**, appropriate to the budget implementation methods and ensuring compliance with the principles of sound financial management. Its operation will be monitored taking into account the results

of the annual assessment of the sound functioning of the system will be reported to the Control Board and the Commissioner responsible for Transport.

In 2020, DG MOVE will start **reviewing its control strategies** to ensure that control strategies and control procedures are fit for the next EU long-term budget for 2021-2027 and are in line with the requirements of the legal act establishing the next generation of its spending programmes, including Horizon Europe and CEF 2.

In 2020, DG MOVE will implement a number of **assurance-related activities** on the expenditures from Union funds under DG MOVE's responsibility. The aim is to guarantee the legality and regularity of the use of budgetary appropriations and to 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:

- Ex post audits with an increased focus on risks. These activities aim at providing assurance on the legality and regularity of the expenditures declared to the Commission, while keeping an efficient use of audit resources.
- The timely application of financial corrections, when needed.
- Improving the response to audit recommendations issued by the IAS and ECA through a regular follow-up of the state of implementation of all outstanding and overdue recommendations. In 2020, DG MOVE will monitor and implement the Discharge Authority requests, and support a smooth 2018 discharge by the European Parliament.

Thanks to VIGIE, its collaborative IT system for budget planning and monitoring, DG MOVE will identify the financing needs for its priority activities, in particular the European Green Deal and the Recovery Package. It will monitor the budget execution throughout the year to safeguard the allocation of resources according to evolving priorities. It will secure the compliance with budget rules and their adaptation to the COVID-19 crisis situation, the regular use of the corporate IT systems for accounting and for administrative expenditure, and the timely reporting on budgetary execution to management, the Commission and the Budgetary Authority. It will aim at negotiating sufficient level of funding according to the financial procedures in place, while closely monitoring the preparation of the multi-annual financial framework for 2021-2027.

Through a coordinated position between the operational units and SRD units, DG MOVE will ensure efficient supervision of the entrusted entities. DG MOVE will make sure that their legal, financial and administrative framework fully observes the EU requirements with adequate and effective control processes in place. To this end, it will participate regularly to Boards and Committee meetings, and contribute to the documents submitted for adoption at these meetings to ensure that they comply with the EU rules and political priorities, with

the agencies' own mandate and, in the case of financial documents, with the principle of sound financial management. DG MOVE will also perform supervision tasks at its regular Control Board meetings where its own risk assessment for each external entity is updated.

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 2020:

Output	Indicator	Target
Effective controls: Legal and regular transactions	Risk at payment	Remains < 2 % of relevant expenditure
	Estimated risk at closure	Remains < 2 % of relevant expenditure
Efficient controls	Budget execution	Remains ≥95% of payment appropriations
	Time-to-pay	Remains ≥ 90% of payments (in value) on time
Economical controls	Overall estimated cost of controls	Remains below 2% of funds managed
Ex-post Audit Work Plan 2020	Implementation of ex-post financial corrections proposed	≥ 95% implementation
Completion of the 2020 audit ex-post campaign	Launch of ex-post audits	>90% ¹² by December 2020

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

Main outputs in 2020:

Output	Indicator	Target
Optimal use of budget resources (commitment appropriations)	Budget execution for commitment appropriations	> 98%
Regular reporting on budget execution to DG MOVE management	Reporting on budget execution to DG MOVE management issued at least 3 times a year	Minimum 3 times a year
Involvement of senior management in the financial management of the DG	Control Board Meetings organised at least twice a year	Minimum twice a year
Making relevant budget	Daily reporting on budget	Reporting updated and published

¹² The target takes into account the potential impact of a lockdown due to Covid-19 preventing any audit mission in the first semester of 2020.

information available to all DG MOVE staff	execution, meetings and missions, available to all DG MOVE staff	every day on the DG's intranet
Facilitating exchange of budget information between operational units and financial units	Effective VIGIE support	Daily availability of VIGIE and of VIGIE helpdesk.

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

Main outputs in 2020:

Output	Indicator	Target
Representation at the Board and other Committee meetings Scrutiny of draft budget, Single Programming Document and Consolidated Annual Activity Report; follow-up on issues identified by IAS, ECA and on actions taken by the entities in respect to these and on the Discharge process Implementation of supervision strategy.	% of Board and other Committee meetings attended	90% direct participation or contribution provided
	Commission input provided within legal deadlines	At least twice a year, aligned to timing of the Executive and Management Board, to the other Committee meetings and to the submission of the reports
	Update of risk assessment and implementation review	At least once a year
Solid and effective supervision of the Decentralised Agencies ¹³ and Joint Undertakings ¹⁴ based on a risk analysis	Update of risk tables for each agency	At each Control Board
	1) Coverage of the relevant entities 2) Risk assessment update and review of implementation	1) 100% of the relevant entities 2) At least once a year

C. Fraud risk management

In preparation for the EU long-term budget for 2021-2027, the Commission updated its **Anti-Fraud Strategy** in 2019 (the 2019 CAFS). The 2019 CAFS brought two new priorities for the Commission approach in fighting fraud: (i) measures to build stronger analytical capabilities and (ii) a more centralised oversight mechanism of anti-fraud actions.

¹³ European Aviation Safety Agency (EASA), European Maritime Safety Agency (EMSA) and European Union Agency for Railways (ERA).

¹⁴ SESAR JU and Shift2Rail JU.

DG MOVE fully supports these corporate efforts to better protect the EU budget against fraud and irregularities and in 2020, it will complete the revision of its own Anti-Fraud Strategy to translate the high-level Commission priorities into local objectives and action. The updated document will set out the measures to prevent or minimise fraud in DG MOVE's area of responsibility and the steps it will take in response to reported or suspected fraud cases.

Two prerequisites, the evaluation of the previous strategy and a fraud risk assessment, were already fulfilled in 2019. Based on these, DG MOVE's Anti-Fraud Strategy is expected to focus on three priority areas, namely:

- Maintaining an ethical environment geared towards fraud prevention through awareness raising, training and communication activities;
- Efficient detection, reporting and handling of fraud, including cooperation with OLAF;
- Cooperation with Commission services, common action with Research family services and supervision of autonomous EU entities.

These priorities will be further detailed under specific objectives and concrete actions, which will be listed in a separate Action Plan, in the first instance, for 2021-2022.

The draft Anti-fraud Strategy and Action Plan will be, as required by the 2019 CAFS, submitted to the European Anti-Fraud Office (OLAF).

Apart from the preparation of the Anti-fraud Strategy update, DG MOVE will continue its regular awareness raising, cooperation and supervision activities. In this respect, it will:

- Participate and provide input for the revision of guidelines on conflicts of interests;
- Give advice to its entrusted entities on the update of their own Antifraud Strategies;
- Issue at least two newsletters that address antifraud;
- Prepare, and depending on the circumstances imposed by the current COVID-19 measures, organise a workshop for its entrusted entities.

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)¹⁵ aimed at the prevention, detection and correction¹⁶ of fraud

Main outputs in 2020:

¹⁵ Communication from the Commission "Commission Anti-Fraud Strategy: enhanced action to protect the EU budget", COM(2019) 176 of 29 April 2019 – 'the CAFS Communication' – and the accompanying action plan, SWD(2019) 170 – 'the CAFS Action Plan'.

¹⁶ Correction of fraud is an umbrella term, which notably refers to the recovery of amounts unduly spent and to administrative sanctions.

Output	Indicator	Target
Update of DG MOVE Anti-fraud Strategy	Revision of the Anti-fraud Strategy, in accordance with OLAF guidance and based on the performance of a fraud risk assessment.	By December 2020
Lunch time conference, newsletter, specific workshop with entrusted entities	Awareness campaign	100% of the actions implemented by December 2020
Reporting to management	Number of reports on the implementation of the anti-fraud strategy	At least twice a year
Implementation of the Anti-Fraud Strategy as planned for 2020	% of implementation of actions planned for 2020 in the Anti-Fraud Strategy	100% by December 2020

D. Digital transformation and information management

DG MOVE fully supports the corporate efforts under the Commission strategy on information management and will strive to make its various databases and other data assets complete, reliable, relevant and easy to retrieve. It will also make sure that data, information and knowledge is shared as widely as possible within the Commission, in the respect of possible legal constraints. DG MOVE will continue its efforts for maintaining the target of registered documents that are not filed below 2%. To reach this target, the regular monitoring carried out by the CAD (Centre d'Administration des Documents) will be maintained.

The information security awareness campaign for managing sensitive non classified information, launched in 2019 with the cycle of workshops "Security in ARES" for e-Domec correspondents, will broaden its target staff with a lunchtime conference for all staff and a specific presentation for managers. After the awareness campaign and the endorsement of the policy for information security of documents in ARES, DG MOVE will grant access to other DGs for eligible files created as from 1 January 2019.

The "Elimination of incoming paper policy", according to which eligible incoming paper mail is destroyed after 6 months, has contributed to reduce paper storage. An extension of the scope of this policy is foreseen for 2020. These actions will be complemented by a specific workshop "Mastering e-signatory" for e-Domec correspondents that should increase the efficiency of electronic workflows.

The E-Domec correspondents' network, already consolidated, will continue holding workshops and ensuring an appropriate level of information sharing in meetings.

To complement the efforts around information management, DG MOVE Senior Management identified data management as an area for further modernisation. In 2020, DG MOVE intends to:

- design modern procedures for the complete data management lifecycle from the collection of data to processing and dissemination;
- perform an in-depth analysis of the local data inventory;
- identify requirements related to data management of high-value data assets;
- perform a gap analysis between the requirements and the current situation;
- initiate changes to information systems based on the gap analysis and
- start using the corporate data platform in pilot mode.

Regarding the implementation of data protection rules, in order to raise awareness on the revised data protection rules, additional to EU Learn offer, DG MOVE will continue providing the theoretical and practical training to staff. This will include one general awareness session open to all staff members. While the Strategic Plan indicates that 100% of the staff members will be trained by 2024, training will be continuously ensured each year (e.g. target for 2020 is 10% of colleagues trained). For instance, newcomers will be trained during 2020 accordingly. DG MOVE will also ensure that staff receive relevant information on data protection training activities organised at Commission corporate level and other entities (e.g. the European Data Protection Supervisor (EDPS)).

DG MOVE will continue working on the implementation of the Commission Data Protection Action Plan (C(2018) 7432 final). In particular, DG MOVE will ensure the conversion of legacy notifications into records as well as completion of new records if new processing activities will be identified. DG MOVE will also identify IT systems processing personal data. Data Protection Corner will be continuously updated.

As regards the implementation of the digital strategy principles by the most important IT solutions (namely TENtec, MOVEHUB and KDSA), DG MOVE will define a strategy based on an in-depth assessment of the current state of play and on mid-term (2022) and long-term (2024) objectives.

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 2020:

Output	Indicator	Target
Increase awareness on how to manage sensitive non classified information (SNC) in ARES	Specific workshops / presentations	One lunchtime conference for all staff One specific presentation for managers

Increase efficiency of electronic workflows, and reduce paper storage in eligible cases.	<ul style="list-style-type: none"> a. Specific workshops / presentations b. Extension of the scope of the “Elimination of incoming paper mail policy” to all eligible documents, including certified mail. 	<ul style="list-style-type: none"> a. Workshops “Mastering e-signatory” for e-Domec correspondants b. Note to the staff on the extension of the scope of the “Elimination of the incoming paper policy”
Documents are retrievable in ARES and properly filed - staff has easier access to information	<ul style="list-style-type: none"> a. Percentage of registered documents that are not filed b. Files shared with other DGs 	<ul style="list-style-type: none"> a. Below 2% b. 100% of eligible cases
Gap analysis for high value data assets	Analysis report and action plan	Analysis report and action plan
Pilot use of the corporate data platform	Number of use cases	At least 1 by December 2020
Increase awareness of DG MOVE staff on personal data protection framework	General information session on data protection and introduction training on data protection to newcomers	<p>One general information session to all staff including newcomers (with attendance of minimum 10% of staff members).</p> <p>50% newcomers trained for 2020</p> <p>10% DG MOVE staff trained</p>
Update information related to data protection (e.g. models of privacy statement, personal data breach notification, etc) on Data Protection Corner in the intranet	Percentage of updated corporate instructions/guidelines	80% of corporate instructions/guidelines updated on Data Protection Corner
Conversion of personal data legacy notifications into records	Number of legacy notifications converted into records	100% notifications converted into records
Identification of IT systems processing personal data	Number of MOVE IT systems	100% IT systems identified
Definition of a strategy as regards the implementation of the digital strategy principles by the most important IT solutions (namely TENtec, MOVEHUB and KDSA)	ECDS principles implementation strategy	ECDS principles implementation strategy defined

E. Sound environmental management

DG MOVE will continue efforts to reduce environmental impact of its staff and will take additional steps when it comes to commuting, buildings, missions and catering policies to move closer to the objective of becoming climate-neutral by 2030.

In 2020, reflection and planning for the renovation of the Commission building in De Mot 24 will be initiated. This renovation will be done in compliance with the Energy efficiency directive: to improve building envelope, to improve heating/cooling system, to replace lighting technology, etc. The renovation will be led by OIB in agreement with DG MOVE.

In line with the EMAS corporate action on resource efficiency, awareness will be raised among MOVE staff. In order to reduce the energy consumption of buildings, the action “switching off, when not in use” will be launched. To reduce the water consumption, DG MOVE will promote staff awareness actions about optimal water use and promote of technical services hotline in case of water leak. DG MOVE will re-assess the opening hours of the building (including the parking), and close down DM28 and DM24 buildings during the end of the year’s holiday period. DG MOVE will examine the possibilities to have common and sorting bins on each floor, instead of bins in all offices.

DG MOVE will continue to promote zero-emission modes of transport, inter alia via VeloMai, 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 work and to meetings in Brussels. A sustainable mobility breakfast will be offered to people who have reduced their carbon footprint on Thursday of the mobility week (September 2020). Electric bikes and electric cars will be presented and could be tried by staff.

DG MOVE will gradually increase the number of videoconference facilities in the DG and their use, in collaboration with DIGIT and DG SCIC. Regular committee meetings and expert groups can in certain cases be carried out in this way. Also costly missions abroad could be reduced. In 2020 at least two of the European Coordinators seminars will take place via videoconference instead of a physical meeting. The staff could also be encouraged to telework more.

Objective: DG MOVE takes full account of its environmental impact in all its actions and actively promotes measures to reduce the related day-to-day impact of the administration and its work

Main results and outputs in 2020:

Output	Indicator	Target
Promote staff awareness actions about optimal energy use and “switching off, when not in use”, in line with the EMAS corporate action on resource efficiency during March	Number of staff informed	All staff

Participate in the end of the year energy saving action, by closing down DG/service's buildings during the Christmas and New Year's holiday period.	Number of buildings participating in the action	2 buildings (DM28, DM24)
Re-assess the needs as concerns the opening hours of the building (incl. the parking)	Number of buildings	2 buildings (DM28, DM24)
Promote staff awareness actions about optimal water use and promotion of technical services hotline ¹⁷ in case of water leaks, in line with the EMAS corporate action on resource efficiency during March.	Number of staff informed	All staff
Gradual increase of VC-facilities in the DG and their use, in collaboration with DIGIT and DG SCIC.	Number of VC facilities	At least one additional meeting room in DM28
Promote staff awareness actions about waste reduction and sorting in line with the corporate EMAS waste reduction campaign.	Number of staff informed	All staff
N° of MOVE staff cycling	N° of MOVE colleagues participating in VeloMai campaign	More newcomers and overall participants than in previous years
All Expert Group Meetings and Committees to be held by Video-Conference	at least 50% of Expert Group Meetings and Committees held by Video-Conference	End 2020
Reduce the number of face-to-face meetings by holding virtual meetings	At least 50% of all meetings should be virtual	End 2020
Selection Panels to be held by Video-Conference or Skype/Webex	At least 50% of all Selection Panel interviews held by Video-Conference or Skype/Webex	End 2020

¹⁷ For example, for Brussels: Email: OIB-55555@ec.europa.eu and Tel: 55555 and for Luxembourg: Email: OIL-DISPATCHING-CENTRAL@ec.europa.eu and Tel: 32220.

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

DG MOVE will analyse the lessons learned from exceptional measures taken under the COVID-19 pandemic. This will cover the simplified procedures concerning contracts, grant agreements and the acceptance of the electronic signature as a valid commitment.

DG MOVE will use the “Payment scheme” function in ABAC. It was developed and systemised in 2019, replacing an elaborated manual system. It has led to greater accuracy of payment forecasts, fewer clerical mistakes, at the same time consuming less time.

DG MOVE has managed to link its budget IT tool VIGIE with the new public procurement management tool (PPMT). Such link allows PPMT to retrieve planning information from VIGIE, while PPMT will provide VIGIE with information related to the progress of procurement procedures. There is no need for double entry of information in the two systems. The link also ensures that the procurement procedures launched in PPMT have been approved by DG MOVE Director General through VIGIE. The feedback from PPMT to VIGIE will improve the monitoring of budgetary execution.

Based on the assessment of the evaluation procedure related to the 2019 CEF MAP Transport call (performed remotely due to the COVID-19 pandemic), measures will be proposed to improve the external experts evaluation of CEF Transport proposals, including the possibility to perform remotely the external evaluation, discontinuing the practice of gathering external experts at INEA premises. This would allow for improved economy (travel and accommodation costs) and efficiency (organisation of office space at INEA).

DG MOVE will work on the further development of the TENtec system in order to facilitate the input by Member States for data relating to transport infrastructure. This will also reduce the resources needed on Commission side to maintain data up to date.

ANNEX I: Performance tables

General objective 1: A European Green Deal		
<i>Specific objective 1: 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</i>	<i>Related to spending programme(s) ... Connecting Europe Facility</i>	
Main outputs in 2020:		
New policy initiatives		
Output	Indicator	Target

 Strategy for sustainable and smart mobility (non-legislative)	Adoption by the Commission	Q4 2020
 ReFuelEU Aviation - Sustainable Aviation Fuels (legislative)	Adoption by the Commission	Q4 2020
 FuelEU Maritime - Green European Maritime Space (legislative)	Adoption by the Commission	Q4 2020
Connecting Europe Facility (2018/0228 (COD)) – MFF	Adoption of the CEF 2021-2027 legal base	December 2020 pending interinstitutional agreement on the 2021-2027 MFF
Green Deal call	To be adopted by the Commission in the second half of 2020	Call to be launched before the end of 2020
Commission proposal for a Council Decision on voluntary participation by Member States in CORSIA in 2021	Adoption	Adopted on 13 May 2020 (COM(2020) 194 final)
Mobility package I: Charging of heavy goods vehicles for the use of certain infrastructures (Eurovignette) (2017/0114 (COD)) - "Joint Declaration" (MOVE.C1)	Adoption by the co-legislators	Earliest end 2020. If not, adoption 1 st semester 2021

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
An inland waterway transport agenda for Europe 2021-2027 (MOVE.D3)	Adoption of a Staff Working Document	Q4 (to be confirmed)

Evaluations and fitness checks

Output	Indicator	Target
 Evaluation of Regulation 913/2010 concerning a European rail network for competitive freight (Rail Freight Corridor Regulation)	Staff Working Document	Q4 2020
 Evaluation of the Directive 2005/44/EC on harmonised river information services (RIS) on inland waterways in the Community	Staff Working Document	Q4 2020
Assessing the environmental and economic impact of Mobility Package 1 on combined transport in the EU (MOVE.D1)	Conclusion of input study and in-house assessment of environmental and economic impacts	December 2020
Directive 2005/35/EC on Ship Source pollution (MOVE.D2)	Launch of evaluation / impact assessment study	Q4 2020
Study on criteria for determining that a ship produces reduced quantities of waste, and manages its waste sustainably (in support of an Implementing Act to be adopted as per Directive 2019/883) (MOVE.D2)	Adoption of study	Q3 2020

Public consultations

Output	Indicator	Target
Public consultation and targeted stakeholders consultations for the Fuel EU Maritime initiative (MOVE.D1)	Closure after 10 weeks	Q3
Enforcement actions		
Output	Indicator	Target
Commission proposal for more effective enforcement measures for common projects	Commission proposal consulted with the Single Sky Committee	End of 2020
Ensuring proper transposition, implementation and reporting relating to Directive 2014/94/EU on the deployment of alternative fuels infrastructure	Resolution of all current infringements through closure of the case or decision to refer it to Court	Q2
External communication actions		
Output/ Result	Indicator	Target
Participation in the European Mobility Week -campaign	Number of participating cities	2 500 (maintaining 2019 level)
	Number of hashtag mentions (Twitter)	6 300 (maintaining 2019 level)
Smart & Sustainable Mobility Strategy	Number of press clippings	150
	Number of hashtag mentions (Twitter)	300
Preparations for a communication campaign accompanying the European Year of Rail (2021)	Launch of request for services	July 2020
	Development of communication strategy and materials by external contractor	by 1 January 2021
Other important outputs		
Output	Indicator	Target
Amendment to the CEF Multi – annual Work plan- general envelope - Green Deal related priorities and blending facility top up	Adoption of the 2020 amendment to the CEF Multi – annual Work plan including Green Deal related priorities and blending facility top-up	September 2020
Call for proposal CEF Transport MAP 2020 - general envelope - Green Deal Priorities	Publication of the Call for proposal CEF Transport MAP 2020	October 2020
First CEF II Multiannual work programme covering the period 2021-2024- Actions relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility (green deal	Adoption of the first CEF II Multiannual work programme covering the period 2021-2024	December 2020 pending adoption of CEF II legal base by co-legislators

priorities)		
Blending Facility Implementation	Adoption of selection decision 1 st , 2 nd and 3 rd cut-off dates	May, September and December 2020
IMO submissions on alternative fuels and ship efficiency as per IMO's work streams. (MOVE.D2)	Commission staff working document adoption followed by Union submission to the IMO	Q2/Q3 2020


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


Related to spending programme(s)
N/A

Main outputs in 2020:

New policy initiatives

Output	Indicator	Target
 Revision of airport charges (legislative)	Adoption by the Commission	Q4 2020
 Revision of the provision of air services (legislative)	Adoption by the Commission	Q4 2020
Amended proposal on the implementation of the Single European Sky	Adoption of the proposal by the Commission	Q3 2020
Set up of the integrate ATM partnership under the Horizon Europe programme	The Impact Assessment is approved by the RSB	Mid 2020
Commission proposal for Common Project N° 1	The proposal is adopted or at least consulted with the Single Sky Committee	End of 2020
Revision of the Directive on Intelligent Transport Systems (2010/40/EU)	Evaluation and Impact Assessment	Completion by second quarter 2021
Regulation on Electronic freight transport information (2018/0140 (COD) – Priority file (MOVE.D1)	Adoption by the co-legislators	July 2020

Evaluations and fitness checks

Output	Indicator	Target
 Evaluation of the Driving Licence Directive 2006/126/EC (possible shift to 2021)	Evaluation finished	Q2 2021 (original date moved in CWP update of 27 May 2020)

Public consultations

Output	Indicator	Target
Public Consultation on a possible revision of the Regulation on the CRS Code of Conduct 80/2009	High number of data to inform the work on the impact assessment.	Q2/Q3 2020
Public consultation as part of the evaluation of the Driving Licence	Completion of the consultation	By November 2020

Directive 2006/126/EC		
Other important outputs		
Output	Indicator	Target
Mobility Package I: Common rules for access to the international market for coach and bus services (2017/0288 (COD)) – "Joint Declaration" (MOVE.C1)	Proposal by Commission if the study confirms the need for a proposal	2020 2021

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

Related to spending programme(s): Connecting Europe Facility

Main outputs in 2020:

New policy initiatives

Output	Indicator	Target
Connecting Europe Facility (2018/0228 (COD) – MFF)	Adoption of the CEF 2021-2027 legal base	December 2020 pending the interinstitutional agreement on the 2021-2027 MFF

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
Marine equipment laboratory standards update (Delegated Directive Amending Directive 2014/90/EU) (MOVE.D2)	Adoption by the co-legislators	Q3 2020
Marine Equipment Specifications Regulation (Commission Implementing Regulation) (MOVE.D2)	Adoption by the Commission	Q2/Q3 2020
Streamlining measures for advancing the realisation of the trans-European transport network	Adoption by co-legislators	July 2020

Evaluations and fitness checks

Output	Indicator	Target
Evaluation of the TEN-T Regulation	Publication of Staff working document	December 2020

External communication actions

Output/ Result	Indicator	Target
Announcement of CEF call results	Number of hashtag mentions (Twitter)	250
	Number of press clippings	50

Enforcement actions

Output/ Result	Indicator	Target
Ensuring proper implementation and reporting relating to Directive 2010/40/EU on the framework for	Launching and fast progress of	Q2 2020

the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport including its delegated regulations to increase data availability, reuse and interoperability.	infringements cases	
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Other important outputs

Output	Indicator	Target
Fourth Work Plans European Coordinators	Adoption of the Work Plans	June 2020
CEF 2019 MAP call for proposals	Adoption of CEF 2019 MAP call selection decision	July 2020
Amendment to the CEF Multi – annual Work plan – cohesion envelope - focus on preparatory studies and cohesion addressing missing links, bottlenecks and cross border sections	Adoption of the 2020 amendment to the CEF Multi – annual Work plan including preparatory studies and cohesion addressing missing links, bottlenecks and cross border sections	September 2020
Call for proposal CEF Transport MAP 2020- cohesion envelope - preparatory studies and cohesion addressing missing links, bottlenecks and cross border sections	Publication of the Call for proposal CEF Transport MAP 2020	October 2020
First CEF II Multiannual work programme covering the period 2021-2024- Actions relating to efficient, interconnected, interoperable and multimodal networks for the development of railway, road, inland waterway and maritime infrastructure.	Adoption of the first CEF II Multiannual work programme covering the period 2021-2024	December 2020 pending adoption of CEF II legal base by co-legislators

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

Related to spending programme(s)
N/A

Main outputs in 2020:

New policy initiatives

Output	Indicator	Target
Proposal for a temporary modification of the slot Regulation in the framework of the COVID pandemic	Adoption of the Regulation by EP and Council	Q2 2020
Proposal for a temporary modification of Regulation 1008/2008 and the Groundhandling Directive in the framework of the COVID-pandemic	Adoption of the Regulation by the co-legislators	Q3 2020

Amendment to the Ports Services Regulation (EU) 2017/352 in the context of Covid-19 relief measures	Adoption by the co-legislator	Q2 2020
Mobility package I: social and internal market proposals	Adoption	July – August 2020
Use of vehicles hired without drivers for the carriage of goods by road (2017/0113 (COD)) – "Joint Declaration"	Adoption by the co-legislators	2020
Initiatives linked to regulatory simplification and burden reduction		
Output	Indicator	Target
Commission Implementing Regulation on exceptional measures for the 3rd Reference Period of the Performance and Charging Scheme (MOVE. E3)	Adoption of Commission Implementing Regulation	September 2020
Evaluations and fitness checks		
Output	Indicator	Target
Evaluation of passenger rights Regulations on Air PRM, Waterborne and Bus and Coach	Staff working document	Completion in 01/2021
Evaluation of Directive 2007/59/EC of the European Parliament and of the Council on the certification of train drivers	Staff working document	June 2020
Public consultations		
Output	Indicator	Target
Public Consultation supporting the evaluation of the Groundhandling Directive 96/67/EC	Qualitative and quantitative data on the support study for the evaluation of Groundhandling Directive planned for 2021.	Q2 2020
Three public consultations on passenger rights Regulations on Air PRM, Waterborne and Bus	OPCs completed	Summer 2020
External communication actions		
Output/ Result	Indicator	Target
Communication on passenger rights	Visits to passenger rights -pages on Your Europe	2.96 million (maintaining 2019 level)
Other important outputs		
Output	Indicator	Target
Revision of the Regulation (EEC) No 95/93 on common rules for the allocation of slots at Community airports	Adoption of an updated Commission proposal of a Regulation on Airport Slot allocation	Q4 2020
Recast of Regulation No 1371/2007 on rail passenger rights	Adoption by co-legislators	Q4 2020
Revision of Regulation No 261/2004	Council endorsement of General	Q4 2020

on air passenger rights	Approach	
Amending the recognition of Bureau Veritas Marine & Offshore SAS into Bureau Veritas SA (Implementing Decision under Regulation (EC) No 391/2009) (MOVE.D2)	Adoption of the Commission Implementing Decision	Q2 2020
Study assessing the implementation by MS of Directives 2017/2108/EU, 2017/2109/EU and 2017/2110/EU (respectively on technical requirements for safety of vessels; on reporting formalities for ships; on safe operation of ro-ro passenger ships) (MOVE.D2)	Study	Q4 2020
Guidelines on protection of health, repatriation and travel arrangements for seafarers (C(2020) 3100 final) (MOVE.D2)	Adoption of the Guidelines by the Commission	Adopted on 8 April 2020
Evaluation and award decisions to the transport projects selected under the Horizon 2020 Work Programme 2018-2020	Horizon 2020 grants, delegations, contributions signed for transport projects and programmes	Selection of projects in 2020 for a total amount of approximately EUR 220 million
Enforcement action		
Output	Indicator	Target
Transposition rate in transport legislation (%)	99%	99% of Directives to be transposed in any given year (target used by the Commission for the Single Market Scoreboard)
Ensuring the implementation of EU legislation aiming at concluding the liberalisation of the rail sector (Directives 2012/34 and 2016/2370 - 4th Railway Package)	Fast progress of the assessment of MS' legislation transposing the relevant EU acquis and initiation/follow-up to infringements cases, when appropriate	End 2020
Strengthening the implementation of "Public service regulations" in the land transport, maritime and air sectors	Fast treatment of complaints and requests from Member States	End 2020

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

Related to spending programme(s) ...

Main outputs in 2020:

New policy initiatives

Output	Indicator	Target
Delegated acts TEN-T indicative	Adoption delegated acts	September 2020

maps third countries (in particular Georgia)		
Identification of bilateral maritime agreements between Member States and Third Countries and their compliance with EU Law (MOVE.D1)	Launch of study	September
Decision empowering France to negotiate an agreement amending the Treaty of Canterbury on the operation of the Channel tunnel (MOVE.C4)	Adopted by the Commission	September
Regulation amending Directive 2016/798 as regards the application of rail safety rules in the Channel Tunnel (MOVE C.4)	Adopted by the Commission	September
EU-UK Partnership agreement (MOVE E2/E4/C1/D1)	Concluded	December 2020
Other important outputs		
Output	Indicator	Target
International comprehensive air transport agreements to be signed (MOVE. E2)	Additional comprehensive air transport agreements to be signed in 2020	Ukraine, Armenia, Tunisia and Qatar
International negotiations on comprehensive air transport agreements to be concluded (MOVE. E2)	Additional negotiations on comprehensive air transport agreements to be concluded in 2020	ASEAN, Oman, United Kingdom and Azerbaijan
Horizontal aviation agreements to be signed (MOVE. E2)	Additional horizontal aviation agreements to be signed in 2020	Republic of Korea, Japan, Bangladesh
Conclusion of a Bilateral Aviation Safety Agreement with China (MOVE.E4)	Conclusion of a Bilateral Aviation Safety Agreement with China	Q2 2020
Signature of a Bilateral Aviation Safety Agreement with Japan (MOVE.E4)	Signature of a Bilateral Aviation Safety Agreement with Japan	June 2020
Negotiation of a Bilateral Aviation Safety Agreement with the United Kingdom of Great Britain and Northern Ireland (MOVE.E4)	Negotiation of a Bilateral Aviation Safety Agreement with the United Kingdom of Great Britain and Northern Ireland	Q4 2020
Amendment of the EU-US Bilateral Aviation Safety Agreement (MOVE E4)	Amendment of the EU-US Bilateral Aviation Safety Agreement	June 2020
Multi-annual EU position for the intergovernmental Paris Memorandum of Understanding on Port State Control (MOVE.D2)	Adoption of Decision by Council on EU position for the Port State Control Committee of the Paris Memorandum of Understanding	Q2 2020

General objective 5: Promoting our European way of life

Specific objective 5.1: high levels of transport safety and security are ensured and new security and safety challenges are addressed

Related to spending programme(s)
...

Main outputs in 2020:

New policy initiatives

Output	Indicator	Target
Amended gap analysis between civilian and military requirements	Publication of Staff Working Document	July 2020
Dual use requirements for military mobility	Adoption of implementing regulation	December 2020
Directive on stability requirements for ro-ro passenger ships (amending Dir 2003/25/EC) (MOVE.D2)	Adoption by the co-legislators	Q4 2020
Revision of existing legislation to adapt to emerging threats in civil aviation (e.g. cybersecurity, insider threats, approval of screening equipment)	Adoption of implementing legislation under Regulation 300/2008	2 nd half 2020
Joint action in the area of ferry and cruise ship security	Adoption of best practices/guidance materials	2 nd half 2020
Joint action on rail passenger security	Adoption of best practices/guidance materials	4 th Q 2020
Prevention of threats to the security of transport (drones, cybersecurity)	Adoption of implementing legislation/guidance materials	4 th Q 2020

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
Exceptional measures in transport security to deal with COVID-19	Adoption of implementing legislation and guidance materials	2 nd Q 2020

Evaluations and fitness checks

Output	Indicator	Target
Ex-post evaluation of Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation	Commission SWD	November 2020
Study on ship-carried tenders and sailing passenger ships – assessing the need for European standards (MOVE.D2)	Commission study	Q3/Q4 2020
Impact Assessment on amendment to the Port state control Directive 2009/16/EC (MOVE.D2)	Launch of I.A.	Q4 2020
Impact Assessment on amendment to the Accident Investigation Directive 2009/18/EC (MOVE.D2)	Launch of I.A.	Q4 2020
Impact Assessment on amendment to the Flag State Directive 2009/21/EC (MOVE.D2)	Launch of I.A.	Q4 2020

Public consultations		
Output	Indicator	Target
Public consultation as part of the impact assessment support study for a possible revision of the Cross-Border Enforcement Directive 2015/413	Completion of the public consultation	November 2020
Enforcement actions		
Output	Indicator	Target
Launch of 11 EU-Pilots regarding the designation of a body referred to in Article 16(12) of Regulation (EU) No 376/2014	Launch of EU Pilots	Mid April 2020
External communication actions		
Output/ Result	Indicator	Target
Handing out of the first EU Urban Road Safety Award	Publication of the winner	By September 2020 (together with European Mobility Week Awards)
Announcement of annual road safety statistics	Number of press clippings	50 (maintaining the level of 2019)
Air Safety List	Unique page views of the Air Safety List	542 000 (maintaining 2019 level)
Coronavirus Response webpage - Mobility & Transport section	Unique views of the page	-
Informal Green Lanes -(coronavirus) platform	Unique views of the page	-
Other important outputs		
Output	Indicator	Target
Implementing and delegated rules on aviation safety (airworthiness, ageing aircraft, runway safety and aeronautical data, traffic management, instrument flight rules, balloon licensing, sailplane, U-Space,	Adoption by Commission	2020
Series of Implementing Regulations and Delegated Acts to postpone applicability date of recently adopted acts in views of COVID-19 related to transport safety	Adoption by Commission	Q2 2020

ANNEX II: DG MOVE immediate actions in response to COVID-19

DG MOVE responded swiftly to COVID-19 challenges. The measures taken aimed to ensure the unhindered flow of goods and the free movement of transport workers. They sought to provide immediate relief to transport operators and public authorities and to establish tight coordination among MS. Throughout 2020 DG MOVE will also play a key role in exit strategies and in recovery actions. MOVE has also established a website presenting real-time information about transport-related measures in the EU and the MS.

Examples of the most important actions are listed below.

Green lanes initiative

In March 2020 DG MOVE prepared Commission guidance establishing “Green Lane” border crossings, where procedures should be streamlined and minimised to what is strictly necessary. Checks and screening should be carried out without drivers having to leave their vehicles; drivers should undergo only minimal checks. Drivers of freight vehicles should not be asked to produce any document other than identification and driving license and, if necessary, a certificate from their employer. The electronic submission/display of documents should be accepted. In addition, no freight vehicle or driver should face discrimination irrespective of their origin and destination, the driver's nationality or the vehicle's country of registration. This initiative has helped to significantly reduce waiting times.

National contact points

The establishment of a system of National Contact Points in March 2020 has allowed Member States to communicate directly with DG MOVE and each other. The establishment of a related transport database has supported Green Lane implementation.

Temporary regulatory relief

COVID-19 complicated many administrative formalities and activities. Among other measures, the Commission proposed a regulation to accommodate temporary derogations from fifteen legal acts. The objective was to provide flexibility in cases where transport operators, individuals or Member State authorities were unable to complete procedures required by EU law. The regulation covers the renewal, extension or continued validity of certificates, licences and authorisations, such as driving licences or road worthiness tests. The extensions to the validity of community licenses for professional road transport carriers, certificates in rail and inland waterway transport and in maritime security help keep essential traffic, supply chains and the economy moving.

Exit and recovery

In May 2020, the Commission issued guidance on restoring transport services. The Commission has also prepared an economic and social recovery package, that includes

proposals for increasing the budget of Connecting Europe Facility.

Protecting passenger rights

In the wake of the Commission's Recommendation of 13 May confirming that passengers and travellers have a right to receive full refund of their tickets for COVID-19 related cancellations, the Commission launched infringement procedures against those Member States that have adopted legislation restricting passenger/travellers right of full compensation and questioned most Member States and the UK through EU-Pilot on the presumed infringement resulting from the inability of national enforcement bodies to react adequately to passenger/travellers requests for information on possibilities for redress.