



European
Commission

Management Plan 2021

DG MOVE

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INTRODUCTION

This **Annual Management Plan 2021** outlines DG MOVE's activities and sets out planned outputs for the year. It builds on the Strategic Plan 2020-2024 which in turn sets out the overarching medium-term strategy for DG MOVE and its contribution to the Commission's political priorities and objectives.

2021 will be an important year in terms of implementing the political priorities of the von der Leyen Commission. Under the direction of Commissioner Vălean, the Directorate-General for Mobility and Transport (DG MOVE) is in charge of developing mobility and transport policies for the European Union.

Transport is key to the quality of people's lives, to the resilience and competitiveness of our economies and to turning climate and environmental challenges into opportunities. Transport will contribute to a Union that strives for more, as defined in President von der Leyen's six **headline ambitions**. While delivering freedom for people, services and goods to move unhindered within our Union, EU transport policy directly feeds into 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 is 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 line with President von der Leyen's State of the Union address of September 2020, these initiatives will also help economic and social recovery from the COVID-19 crisis. They aim for reinforced transport resilience and better coordinated policy responses. **The Strategy on sustainable and smart mobility¹ provides the overall guiding framework.**

DG MOVE will deliver on the commitment to review current legislation governing alternative fuels infrastructures. A proposal will be advanced in the first half of 2021, seeking to boost the uptake of sustainable alternative fuels for road, waterborne, rail and aviation and to encourage the uptake of clean vehicles and vessels. Alternative fuel infrastructures include recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen. In tune with this initiative, DG MOVE will also follow up on the evaluations carried out in 2020 by formulating proposals on key legislation at the core of our transport policy such as the TEN-T Regulation, the Rail Freight corridors, Urban mobility and the

¹ COM(2020) 789


Intelligent Transport Systems. These initiatives will help ensure that EU actions and legislative frameworks address emerging trends, respond to new challenges and remain “fit for purpose”. Other measures, such as on multimodal ticketing, will support more sustainable transport behaviour.

The deployment of the Connecting Europe Facility and Horizon Europe under the new Multiannual Financial Framework 2021-2027 will ensure an effective and efficient transition from the current instruments. They will allow this DG to deploy all budgetary resources made available under the previous Perspectives, while focusing on the priorities of the new Commission. CEF will have a 60% climate spending target, with an even higher proportion in the case of transport (the target is 80%+). A substantial focus will be on alternative fuels, both to accelerate the deployment of alternative fuel infrastructure on the Trans-European Transport Network (TEN-T) through a dedicated blending facility, and to stimulate the development and market-readiness of alternative fuels through Horizon Europe. In addition, research and innovation Work Programmes, Partnerships and Missions in the context of Horizon Europe will support innovation, new technologies and the optimisation of those already in existence.

The COVID-19 crisis has had a heavy impact on society and the economy as a whole, but its consequences have been particularly severe in 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 a focus on sustainability and digitalisation, in line with the objectives of the European Green deal and the Commission’s ambition for a Europe that is fit for the digital age. In the same vein, DG MOVE will also monitor the social aspects of these transitions, especially regarding the work force and equality considerations.

To ensure that its policies fully deliver their benefits, DG MOVE will continue to promote implementation and enforcement, in co-operation with Member States. It will systematically assess relevant national legislations and manage citizen and businesses complaints as well as infringements. It will resort to compliance-promotion tools, in particular infringement-related package meetings and issuing of guidance addressed to Member States.

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

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

In line with the Strategy on Sustainable and Smart Mobility², DG MOVE initiatives in 2021 will focus on addressing one of **the most serious challenges facing the transport sector – significantly reducing its emissions and becoming more sustainable**. At the same time, this transformation offers great opportunities in terms of better quality of life for citizens. For European industry, across the value chains, there is an opportunity to modernise, create high-quality jobs, develop new products and services, strengthen competitiveness and pursue global leadership. Transport accounts for a high proportion of total EU greenhouse gas emissions. Thus, the EU goal of cutting greenhouse gas emissions by at least 55% by 2030 and reaching “climate neutrality” by 2050 will be reached only with speedy and more ambitious policies that reduce transport’s reliance on fossil fuels. To achieve this, we need to make all transport modes more sustainable, make sustainable alternatives widely available in a multimodal transport system, and put in place the right incentives to drive the transition. These are the three pillars of our future actions. This implies that all policy levers must be pulled: measures to significantly reduce the current dependence on fossil fuels; decisive action to shift more activity towards more sustainable transport modes; and internalisation of external costs.

DG MOVE will contribute to key initiatives listed in the Commission Work Programme under the **“Fit for 55” package**. This will include revising the Emission Trading System, the directive on deployment of alternative fuels infrastructure and changing the regulation setting CO2 emission standards for passenger cars and commercial vehicles. MOVE will also coordinate and deliver the **“Sustainable and Smart Mobility Package”**, including revisions of the directive on intelligent transport systems, a new multimodal ticketing initiative, revision of the TEN-T regulation³, the EU rail corridor initiative and the development of post-Euro VI emission standards.




The **revision of the Directive on deployment of alternative fuels infrastructure**⁴, is planned for Q2 2021. It will ensure that users of alternatively fuelled vehicles can recharge



² COM(2020) 789

³ See specific objective 3.1

⁴ Letter of Intent to President David Maria Sassoli and to Chancellor Angela Merkel from President Von der Leyen and Vice-President Šefčovič, Brussels, 16 September 2020

or refuel their vehicle with ease in the EU. It will take forward the recovery plan for Europe in which focus is put on developing alternative fuels infrastructure as a cornerstone of the transition to zero- and low-emission mobility⁵, and the Climate Target Plan⁶. The Sustainable Transport Forum mandate will be renewed, with new subgroups organised to continue supporting the development of the Directive. Two delegated acts will supplement the Directive, regarding recharging points for electric buses, by Q1 2021 and regarding wireless recharging points, by Q4 2021. DG MOVE will also address a request to the European standardisation organisations asking for the development and adoption of standards for smart and “vehicle to grid” (V2G) communication and other standards enabling the interoperability of other transport systems and relevant recharging /refuelling points.

In line with the priorities set in the EU Green Deal, DG MOVE will contribute to the work on  **extending the European Emission Trading System (ETS) to the maritime sector** that needs to be done in a proportionate way and as a complement to parallel efforts at international level pursued via the IMO. With sustainability remaining a constant challenge and incentive for aviation development, DG MOVE will continue to deploy a basket of market and non-market measures, including the  **aviation ETS**, and implementation of  **CORSIA** (the Carbon Offsetting and Reduction Scheme for International Aviation of the International Civil Aviation Organization)⁷. These measures taken together will contribute to climate change mitigation and reducing the environmental footprint – while at the same time promoting the recovery of the sector from the COVID-19 crisis.

The  **FuelEU Maritime** and  **ReFuelEU Aviation**⁸ initiatives, carried over from 2020, will aim to accelerate the progress towards low-emission, climate-neutral aviation, shipping and ports, by promoting the uptake of sustainable aviation and maritime fuels, sustainable alternative energy and power. They will complement the existing regulatory framework, which addresses infrastructure (Alternative Fuel Infrastructure Directive) and supply (Renewable Energy Directive). DG MOVE will work on establishing a Low Carbon Fuels Value Chain Alliance to boost the supply of the most promising sustainable transport

⁵ COM(2020) 456

⁶ COM(2020) 562

⁷ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

⁸ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

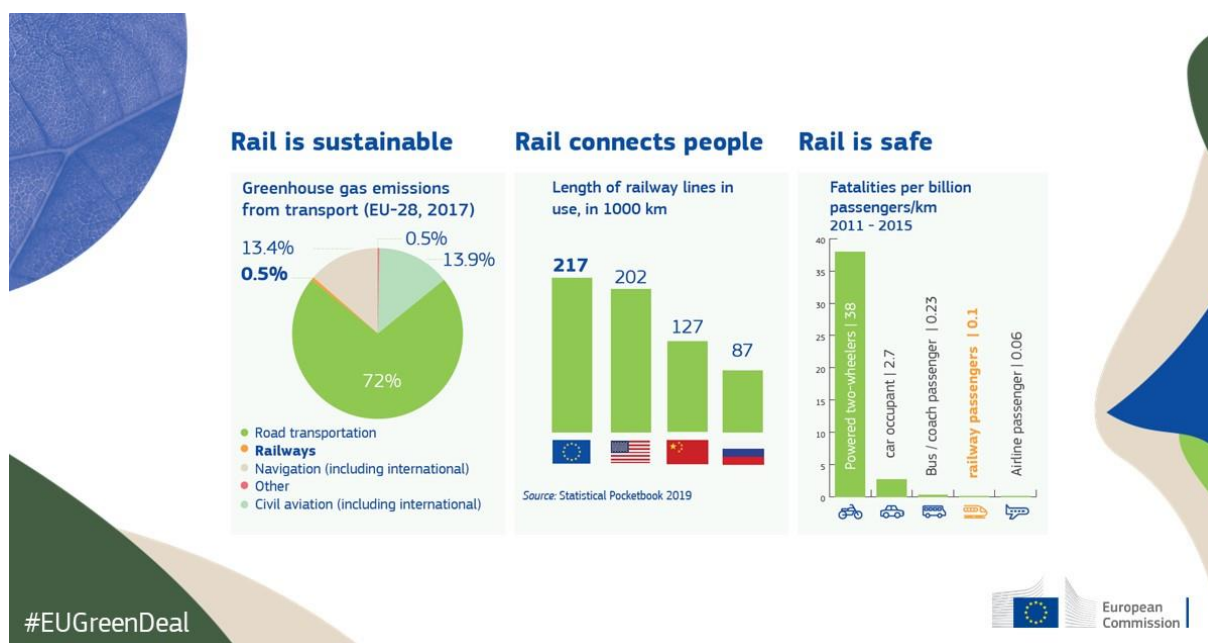
fuels as well as the deployment of new technologies such as e-fuels, complementing action taken already under the Hydrogen Alliance.⁹


DG MOVE will focus on the completion of the adoption process of the pending proposal presented already in 2017 to revise the rules on road charging and on the taxation of heavy goods vehicles (the **Eurovignette Directive**) aiming at reflecting environmental and health impacts of road transport in tolls and user charges. In order to strengthen vehicle emission testing DG MOVE will evaluate its legislative framework for **roadworthiness testing** in 2021, with a view to presenting a possible revision proposal in 2023, if relevant.



DG MOVE will launch an impact assessment for amendment of the **Combined Transport Directive** with an aim to make a new proposal in 2022 that would increase the ambition and turn the Directive into an effective tool to support intermodal freight operations involving rail, inland waterways and short-sea shipping. DG MOVE will also start work on framework for the harmonised measurement and reporting of freight transport and logistics carbon emissions (carbon footprint). To enforce regulations on maritime cabotage and on intra and extra-EU transport, DG MOVE will follow up on complaints and on notifications of national measures. It will work closely with DG COMP on state aid cases relating to maritime transport. (State support to maritime operators must comply with both competition and maritime transport rules.)

2021 will be the **European Year of Rail**. It will highlight the important role that rail can play in helping to achieve climate-neutrality by 2050. It will be accompanied by series of communication initiatives including a digital and social media campaign to promote the benefits of rail and engage stakeholders and others to participate. DG MOVE will set up a dedicated website, produce audio-visual material, organise (virtual) events and provide a communication toolkit for multipliers to support the communication activities of other institutions and stakeholders.

⁹ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789



The revision of  Regulation 913/2010 (**Rail Freight Corridor Regulation**)¹⁰ will in the first step ensure a better alignment with rail infrastructure policy (TEN-T). Building on the evaluation findings¹¹, it will aim at improving the geographical alignment between the TEN-T and the rail freight corridors, supporting the implementation of high quality, interoperable infrastructure for international freight traffic, and strengthening the cooperation between the governance structures of RFCs and the Core Network Corridors. The use of existing rail infrastructure capacity and other issues will be addressed in 2022.

For **passenger rail**, DG MOVE will list opportunities to  boost long-distance and cross-border rail passenger services and present an action plan¹². This work will build on the results of an ongoing study on long-distance passenger rail services (pilot project funded by the Parliament), as well as on efforts of Member States to make key connections between cities quicker and will outline measures for  **ticketing**, coordinated timetabling, pools for rolling stock and targeted infrastructure improvements to boost new high performance train services including at night.

This urgent transformation of the transport sector will require **sizeable funding**. Adopting the 2021-2023 Multiannual Work Programme for the Transport sector will allow the launch of the first Connecting Europe Facility – Transport call for proposals during the 2nd quarter

¹⁰ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

¹¹ Regulation 913/2010 concerning a European rail network for competitive freight (Rail Freight Corridor Regulation)

¹² Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

of 2021. The call will include an important part for the modernisation of the TEN-T networks, in particular through the support to the large-scale deployment of alternative fuel infrastructure contributing to the Union's emission reduction targets for all transport modes.

The CEF 2014-2020 legacy programme is expected to see award decision in Q3 2021. **CEF Transport Blending Facility** will reach its final stage of implementation. In particular, it will strengthen the deployment of alternative fuels infrastructure (zero emission) across all modes for projects using renewable energy sources. The Innovation and Networks Executive Agency (INEA) and its successor the Climate, Environment and Infrastructure Executive Agency, in coordination with DG MOVE will continue to implement the CEF Transport portfolio of projects with a view to optimal budget execution. Likewise, the implementation of the **CEF Debt Instrument**, including Future Mobility product, will continue in 2021 building on resources from CEF and the NER300 fund. DG MOVE will also contribute to streamlining all EU investment support tools for the transport sector. It will co-chair, with DG ENER, the **InvestEU Sustainable Infrastructure Window** in close cooperation with DG ECFIN, and it will follow the revision of the **European Investment Bank** transport lending policy and activities. DG MOVE will also contribute to the ongoing work on **EU taxonomy for sustainable activities** across all modes of transport, and broadly to the revision of the Sustainable Finance Strategy and the related initiative on Green Bonds Standards to support sustainable infrastructure.

DG MOVE will also reinforce its internal coordination to contribute to the Commission's assessment of the **Recovery and Resilience Plans** submitted by Member States under the Recovery and Resilience Facility. This will help ensuring consistency with transport policy objectives and to favour complementarity between funding instruments.

In 2021, **the Horizon 2020** (H2020) Programme will support the conclusion and evaluation of the last H2020 EUR 1 billion innovation Call on the Green Deal, including a total funding of EUR 100m for new projects on green airports and ports, demonstrating significant and immediate reduction in transport emissions already by 2025. The Green Deal Call will deliver a direct and major contribution to the objectives of the Green Deal, the Climate Target Plan and EU's Mobility Strategy.

In 2021 DG MOVE will be fully engaged with the launch of **Horizon Europe**, EU's Framework Programme for the period 2021-2027. The first Horizon Europe Cluster Work Programme 2021-2022 for Climate, Energy and Mobility is foreseen to be adopted and the first Calls published in Spring 2021. Actions are foreseen in several areas of mobility and transport, from aviation, zero-emission road and waterborne transport, to cities and multimodal aspects. DG MOVE has proposed to lead the Joint Undertakings on transforming Europe's Rail system and integrating European Air Traffic Management, as well as the

Waterborne and CCAM (Cooperative, connected and automated mobility) co-programmed partnerships. DG MOVE also has engaged to co-lead the hydrogen and batteries Joint Undertakings¹³. Furthermore, DG MOVE supports the setting up of Missions that allow to tie together Horizon Europe and other Instruments like CEF, InvestEU, ESIF and RRF, exploiting the possible synergies between these instruments. This is crucial for DG MOVE for the areas of Cities and Communities, as well as Clean Oceans.

The 2013 **EU framework for urban mobility**¹⁴, despite delivering some positive results, is not sufficient to deliver the European Green Deal targets and needs updating and adapting to new circumstances, including COVID-pandemic. Its revision (Q3 2021)¹⁵, will take into account the elements and recommendations from the evaluation concluded in December 2020 and the Court of Auditors recommendations (March 2020) following the audit of the EU urban mobility policy and funding. This initiative will contribute to the EU decarbonisation and emissions-reducing goals by setting a coherent EU framework to support cities on the journey towards zero-emission urban mobility well ahead of the 2050 target.

DG MOVE will put forward several implementing acts for the new **Directive on Port Reception Facilities** (Directive 2019/883/EU) regarding (i) a Union Risk-Based Targeting mechanism for inspection of ships calling at a Union port with regard to the delivery of waste; (ii) the methods to be used for the calculation of the sufficient dedicated storage capacity; (iii) monitoring data methodologies and the format for reporting passively fished waste; and criteria for determining that a ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner. These acts are particularly important to ensure a meaningful and effective implementation. European Maritime Safety Agency (EMSA) has announced several visits to various Member States in the next few years. However, these were postponed (or are being rescheduled) due to COVID-19. These visits may serve as a basis for further action, including infringement procedures. A compliance check is also being carried, which should be completed by June 2021.

DG MOVE will also launch a back to back evaluation back to back and impact assessment regarding the Directive on **ship-source pollution** and on the introduction of penalties, including criminal penalties, for pollution offences (2005/35/EC). The objective will be to align with international standards for ship-source pollution and to strengthen their enforcement. Increasing coherence and coordination between existing reporting mechanisms, should simplify reporting procedures and reduce administrative burden. DG MOVE will also assist Member States with their own enforcement efforts on the existing legislation, including via CleanSeaNet.

¹³ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

¹⁴ COM(2013) 913

¹⁵ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

DG MOVE will launch several initiatives aimed at **increasing attractiveness of the inland water sector**, given its potential to deliver on EU Green Deal and Climate Target Plan objectives. A new **NAIADES III**¹⁶ action plan 2021-2027 will aim to make inland waterways transport a climate change resilient, clean, safe, efficient and smart transport mode helping to address road congestion by shifting the transport of goods to this more sustainable mode of transport. A comprehensive Fitness check evaluation will be launched of seven pieces of legislation dating from 1960-1996 on the access to and functioning of the inland waterways transport market. Two more related pieces of legislation will be the subject of a complementary evaluation support study.

DG MOVE will continue the close cooperation with the port stakeholders, including in the **European Ports Forum** and its sustainable ports sub-group. The aim is to share best practices and elaborate practical solutions, recommendations and guidelines, which could support the contribution of ports to achieving the objectives of the European Green Deal and the Sustainable and Smart Mobility Strategy. This work will be complemented by a supporting study on the capacity of greening sea ports in line with economic development. During the first half of 2021 the European Maritime Safety Agency (EMSA) will issue **guidelines for the use of onshore power supply** (OPS) for vessels at berth in ports¹⁷. DG MOVE will also continue its monitoring of the implementation of the Ports Services Regulation (Regulation (EU) 2017/352) in the Member States.

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

DG MOVE will take several initiatives designed to bring about a “seamless multimodal experience” for travellers. This will require travellers to make informed mobility choices that will in turn increasingly be driven by developments in digitalisation and automation. Innovation will shape the mobility of the future; thus the right framework and enablers must be in place to facilitate this transition.

The **revision of the Directive on Intelligent Transport Systems**¹⁸ (ITS)¹⁹ will aim to increase the deployment and use of ITS services across the EU and to improve the

¹⁶ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

¹⁷ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

¹⁸ Letter of Intent to President David Maria Sassoli and to Chancellor Angela Merkel from President Von der Leyen and Vice-President Šefčovič, Brussels, 16 September 2020

functioning of the road transport system, including its interface with other modes. In doing so, it will also reduce the negative external effects associated with road transport, thus supporting wider EU policy objectives (such as reducing greenhouse gas emissions by at least 55% by 2030). Adoption of the revised ITS Directive and related initiatives (including the revision of delegated regulations on real time traffic information services) is planned for Q3 of 2021²⁰.

An evaluation of **Driving Licence Directive** (2006/126/EC) will examine its impact on improving road safety, facilitating free movement and reducing the possibility of fraud. It will also look into technological developments, such as the introduction in some Member States of digital driving licences and the adaptation of knowledge and skills required in driving automated vehicles. Depending on the evaluation's findings, a proposal for a revision of the Driving Licence Directive could follow in 2022. DG MOVE will also launch an assessment of the impacts of automation and digital technologies on the EU road transport legislation.

DG MOVE will also work on updating some technical standards and specifications in **rail sector** to allow for the use of new technologies. These will include revision of the Technical specifications of interoperability concerning digital rail and green freight, developing Digital Automated Coupling and revised Telematics Application for Freight that will evolve into a modular system of modern traffic management and automation. Real time management, along with virtual coupling and platooning, will increase the flexibility of operations and its multimodal integration. The combination of these elements, together with AI-based tools on data exchange, will contribute to increasing the capacity and resilience of the system, and will have significant impacts in terms of punctuality, comfort and flexibility for real-time demand fulfilment.

Given the importance of well-functioning freight sector to the EU recovery, DG MOVE will work on the implementation specifications of the **Regulation on Electronic freight transport information** which entered into force in August 2020. This is expected to lead to significant administrative burden reduction for the economic operators and to more efficient enforcement efforts on the authorities' side. The harmonised data model that will be adopted as part of the implementation specifications is also expected to contribute to the generation of standardised sets of data that will constitute the main assets of the future Mobility Data Space. DG MOVE will also continue the operation of the Digital Transport and Logistics Forum.

¹⁹ The initiative is listed under European Green Deal in the Commission Work Programme 2021

²⁰ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

In 2021, DG MOVE will prepare the first set of secondary legislation required by the Regulation (EU) 2019/1239 establishing a **European Maritime Single Window** environment. They will establish a common data set for reporting, including the possibilities of data re-using, and defining the common IT specifications. This will ease business-to-government data exchange required from a ship for a port call in the EU, reducing the administrative burden and enhancing the competitiveness of European ports in the logistic chain.

In 2021 DG MOVE intends to put forward a proposal on **electronic tools for inland waterway vessels and crew** (a smart tachograph), which could improve the functioning of the inland waterways transport market, minimise the administrative burden, improve enforcement and increase the uptake and acceptance of electronic documents/solutions²¹.

DG MOVE will also work on an **inland navigation IT ecosystem** that would be based on three databases: the European Hull Database, the European Crew Database and the European Reference Data Management System. This will contribute to a harmonised and legally compliant data exchange of information on vessels, crew and common reference data, including data for River Information Services.

DG MOVE will continue working with key partners such as the Norwegian Forum for Autonomous ships. In parallel, the EU Operational Guidelines on trials of Maritime Autonomous Surface Ships will be reviewed, updated and adjusted as more experience is gained.

In the **aviation sector**, DG MOVE will aim to simplify and improve the Regulation on a Code of Conduct for computerised reservation systems, taking into account market and technological developments as well as changes in horizontal legislation. A possible revision of the Regulation would in particular help to promote a level playing field between business-to-business air ticket intermediaries, and competition between air carriers, notably by ensuring small carriers and new entrants have effective access to customers.

As regards drones, DG MOVE will continue to develop the regulatory framework in order to allow a wider and more automated use of drones, not only for the transport of goods, but also as a solution for urban air mobility challenges.

DG MOVE wants to ensure that the **air traffic management** (ATM) sector is fit, more flexible and scalable to better adjust to fluctuations in demand, while contributing to the reduction of CO2 emissions in the aviation sector thus also contributing to the European Green Deal. The work will focus on improving the effectiveness of common projects to deploy SESAR (Single European Sky ATM Research), and on digital technologies aiming to modernising Europe's air traffic management infrastructure. The new research partnership

²¹ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

under Horizon Europe, succeeding the SESAR Joint Undertaking, will play an important role in this regard while continuously building on the vision of the ATM Master Plan²².

DG MOVE will work on ensuring **adequate funding for the digital transition**. The CEF programme will actively support telematics applications for all transport modes. The first CEF Multi-Annual Work Programme 2021-2023 and the related call for proposals to be launched during 2nd quarter of 2021 will include a specific topic related to smart applications for all transport modes with the aim of co-funding European Rail Traffic Management System (ERTMS), Intelligent Transportation System (ITS), River Information System (RIS), Vessel Traffic Monitoring & Information Systems (VTMIS) and Single European Sky ATM Research (SESAR) deployment²³.

DG MOVE, in collaboration with DG Research and Innovation is foreseen to launch new actions under a co-programmed Horizon Europe partnership on Cooperative, Connected and Automated Mobility (CCAM). 2021 should see the renewal of Europe's Rail Partnership, successor of Shift2Rail²⁴. It will contribute to shape the future research and innovation of the railway system, with a strong focus on digitalisation, automation and freight. DG MOVE will develop in 2021 the Master Plan for the new Partnership. Additional research and innovation activities on transport digitalisation will also take place under the Horizon Europe Work Programme 2021-2022. Set of actions is foreseen on smart cities, automated infrastructure, smart logistics and multimodal network and traffic management.

General objective 3: An economy that works for people

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

DG MOVE will prepare **a crisis contingency plan**. This comes in response to a call by the Council of the EU and is designed to avoid or mitigate future disruption to the transport system. It will bring together EU and Member State authorities and sector representatives. It will ensure business continuity and to coordinate response measures on the basis of guidelines and legislation developed during the COVID-19 pandemic. Additional instruments

²²

<https://www.sesarju.eu/sites/default/files/documents/reports/European%20ATM%20Master%20Plan%20020.pdf>

²³ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

²⁴ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

to ensure uninterrupted freight transport operations and passenger services in crisis situations could include new health and safety and operational measures and the identification of an agreed minimum level of essential transport services. DG MOVE will also continue supporting the national contact points network (which proved effective in fast information sharing during the COVID-19 crisis). MOVE will also work on extending the **Green Lanes** to other transport modes. Work will continue on a passenger locator form and on cooperation with relevant agencies to monitor and implement transport guidelines.

To soften the economic impact of COVID-19 on railway undertakings, the EU allowed the reduction, waiving or deferral of track access charges during a reference period from 1 March to 31 December 2020²⁵. DG MOVE will assess a possible extension to 2021 in light of economic circumstances.

Building on the evaluation of the Trans-European Network for Transport (TEN-T), DG MOVE will prepare a **legislative proposal for a new TEN-T Regulation**²⁶ (Q3 2021). This will be underpinned by an Impact Assessment, including a public consultation, and should be finalised in the Q2 2021. The TEN-T proposal will be linked with other current initiatives such as those on Alternative Fuel Infrastructure, Intelligent Transport Systems and Rail Freight Corridors.

The **4th work plans of the European TEN-T** Coordinators have been published after their approval by the Member States. They show the progress achieved and the outstanding challenges on the implementation of the 9 multimodal corridors and 2 horizontal priorities (European Railway Traffic Management System and Motorways of the Sea). The Work Plans have been transmitted to the European Parliament in October 2020 and the Coordinators are expected to be heard by the European Parliament in the course of 2021.

DG MOVE will finalise the work on further decisions **for major cross border projects on the core network** (Lyon-Turin, Brenner Base Tunnel and possibly Fehmarn Belt) which will specify the milestones for the construction and the mode of governance for these projects.

The newly adopted **TEN-T streamlining directive**²⁷, is expected to 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.

²⁵ Regulation (EU) No 2020/1429

²⁶ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

²⁷ Trans-European transport network: streamlining measures for advancing the realisation, 2018/0138(COD)

2021 will be the first year of the new financial perspective and implementation of funding aimed at green and digital transitions and at economic recovery. **The first Connecting Europe Facility (CEF) - Transport work programme** (2021-2023) will aim at supporting the completion of an efficient, interconnected and multimodal TEN-T for smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility. On this basis, the first CEF Transport call for proposals (2021) will allocate the majority of its support to infrastructures with a high climate and energy efficiency impact, in particular for rail and inland waterways. CEF will address cross-border and missing links, including actions relating to both maritime and inland ports, urban nodes, multimodal platforms amongst others.

The **last CEF 2014-2020 call for proposals** will focus on support to studies that will pave the way for future works to be funded during the second half of the next programming period. They will concern in particular sustainable transport infrastructure projects for rail, maritime ports, and inland waterways and ports, located on the pre-identified sections of the TEN-T Core Network Corridors and other sections of the Core Network.

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

The COVID-19 pandemic reminded us of the degree of integration between EU economies. It underlined the importance of a fully functioning single market for prosperity and European daily life. The single market means opportunity, it allows consumers to get value for money, companies to sell throughout Europe and industry to advance in terms of global competitiveness. It gives EU companies scale to prosper and provides a safe haven in times of trouble. DG MOVE plans several initiatives to boost the single market.

DG MOVE's strategic objectives can only be fully achieved if the legal framework adopted to foster these objectives is duly **implemented and enforced**, through an active infringement policy. To ensure full clarity of objectives and procedures, DG MOVE's Infringement Vademecum will be adapted to recent policy and procedural/informatics developments and a DG MOVE Enforcement Action Plan with detailed and workable deliverables will be established.

COVID-19 impact on the ability of Member States' to transpose and implement the EU transport acquis will continue to be felt in 2021. This will require closer cooperation with Member States to assess difficulties encountered and find ways to reach efficient and flexible solutions. DG MOVE will enforce directive transposition in full regard of the circumstances and show understanding in managing Member States' late input and replies,

without however compromising on the respect of EU legislation and the functioning of the Single Market.

Following the suspension of infringement-dedicated package meetings with Member States in 2020, DG MOVE will continue to explore reinforcing alternative means of dialogue (communication on implementation/transposition issues during expert and Committee meetings, ad hoc meetings, issuing of written guidance) but intends to re-activate virtual package meetings with main offenders as from March with the objective of inducing the infringement-reducing effects of recent package meeting programs.

In line with Commission-wide new guidelines, DG MOVE will make full use of the **EU-Pilot** facility to obtain clarification on presumed infringements and promote faster pre-judicial resolution. DG MOVE is committed to ensuring that EU-Pilot exchanges with Member States do not become a means to stall the progress of a case. DG MOVE will consequently strictly review long-standing EU-Pilots with a view to closing the procedures and providing an appropriate follow-up in each case.

In 2021, in order to take into account the fact that the **United Kingdom** is no longer a member of the Union, DG MOVE will also screen UK pending complaints and infringements in order to determine which cases should continue to be pursued.

DG MOVE will work towards a better process to deal with a high number of **complaints** on transport issues addressed by citizens to the Commission. The objective remains to provide the citizen/business with a substantive follow-up to the complaint within one year of receiving it.

In the recent past, strong legislative activity, including some of it COVID-19-related, has in certain sectors precluded full effectiveness of **conformity checks**. DG MOVE expects to address this situation in 2021, taking advantage of the clarification by the Court of Justice of the obligation for Member States to provide explicit, clear and detailed information on their transposition of EU directives and of a more experienced review of subcontractors input. Particular efforts will be made in the road safety and rail liberalisation areas, focussing whenever appropriate on key, higher-transposition risk provisions.

2021 will be the first year of the **full application of the Fourth Railway Package – technical pillar**. This will bring significant simplification of several technical procedures for European rail operations – making rail more efficient, cost effective, innovative and overall more attractive. The more rapid uptake of technical innovation will be crucial for rail to play its key role for the decarbonisation of the European mobility sector and a deliverable to the European Year of Rail. The European Union Agency for Railways (ERA) will be the authorising and certifying entity responsible for the entire European rail sector. Throughout the year DG MOVE and the Agency will put major effort into increased harmonisation and elimination of not compliant national rules.

2021 will be the first year in which railway companies can offer their services anywhere in the EU. The ongoing market opening is facilitating the emergence of new services and business models, which will result in a broader offer (better connectivity, low cost alternatives etc.) to passengers in the coming years. Making rail passenger services more attractive so that more people choose to travel by train is a corner stone of the European Green Deal. On the **4th railway package market pillar**, the Commission will finalise in 2021 the Member States' transposition conformity and will, if necessary, open infringement cases for late and/or incorrect transposition of Directives 2016/2370, 2016/797 and 2016/798.


In 2021, DG MOVE will continue the verification of the measures notified by Member States for the transposition of Directive 2016/2370 ('governance directive'); this could potentially lead to new infringement procedures. The priority will be to clear the first step of the verification (completeness check) for all Member States; secondly, the in-depth conformity assessment will be undertaken, taking into account possible linkages with on-going infringements in regards to the transposition of the Recast Directive (2012/34). In parallel, DG MOVE will finalize its conformity work of national measures with Directive 2012/34 and follow up on on-going open cases in this area. DG MOVE will further support a meaningful implementation of EU rail market legislation through a close dialogue with Member States in the Single European Rail Area Committee and with key rail actors, which meet in the Platform of Rail Infrastructure Managers in Europe (PRIME), the European Network of Rail Regulatory Bodies (ENRRB), and the Railway Undertakings' Dialogue (RU Dialogue).

Clear and enforceable **passenger rights** are essential, also during COVID-19 times. DG MOVE will continue assessing the replies from the Member States to EU Pilot letters in which it asked them information on the proper enforcement of passenger rights in the event of cancellation of the transport service by carriers, in particular as regards the choice of passengers between reimbursement in money and vouchers; infringement procedures will be initiated as appropriate. DG MOVE will also assess the options and propose, if appropriate, an adequate financial protection scheme to protect passengers against the risk of a liquidity crisis or an insolvency regarding the reimbursement of tickets and if needed their repatriation.

Following the agreement on **the rail passenger rights recast** in November 2020, and the formal adoption in the first half of 2021, DG MOVE will monitor the preparation of Member States for the applicability of the new rules in 2022. Preparatory work will also start on an implementing act establishing a common form for reimbursement and for compensation requests, contributing to the European Year of Rail 2021 regarding rail passenger rights.

The revision of the **air passenger rights** regulation (Regulation No 261/2004) remains a priority pending proposal for 2021, after the debate in Council, resumed under the Finnish and the Croatian Presidency, came to a halt in March 2020 due to COVID-19. DG MOVE will

work with the Presidencies and the Member States in the Council to put the file back on the agenda as soon as possible with the aim to reach a General Approach.

DG MOVE will complete the  **evaluation of the three regulations on rights** of persons with disabilities and with reduced mobility travelling by air (Regulation No 1107/2006), on rights of passengers when travelling by sea and inland waterways (Regulation No 1177/2010) and on rights of passengers in bus and coach (Regulation No 181/2011) as well as a study on a comparative analysis of the good practices across passenger rights in all modes of transport. Depending on the conclusions of this exercise, the outcome of the ongoing legislative procedures for rail and air passenger rights and the lessons of the COVID-19 pandemic, the Commission will explore the possibility of putting forward (non-legislative/ legislative) proposals, underpinned where relevant by impact assessments, to update and simplify the current passenger rights rules if needed²⁸, including to ensure their resilience to extensive travel disruptions, and including options for multimodal journeys.

DG MOVE will conduct another online **communication campaign to increase the awareness of all European citizens about EU passenger rights**. The objective is to increase the number of visits of the relevant Your Europe passenger rights webpages. In 2021 DG MOVE will also update the passenger rights application²⁹.

DG MOVE will adopt the necessary implementing and delegated acts stemming from the **Mobility Package 1** adopted mid-2020³⁰. This will create a smart and resilient enforcement ecosystem to go hand in hand with modernisation of the road transport rules and aiming at making enforcement of the EU road transport rules more consistent, efficient and moving from physical to digital inspections. This will encompass the implementation of social and market rules as well as technical specifications for the second generation of smart tachograph, to ensure good working conditions for drivers anywhere in the EU.

DG MOVE remains committed to pursuing the infringement case on the double night toll on the Brenner motorway (NIF 2015/4223). It will follow up on restrictions to transit traffic in

²⁸ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

²⁹ https://ec.europa.eu/transport/themes/passengers/campaign/download-app_en

³⁰ Regulation 2020/1055 amending Regulation (EC) No 1071/2009, Regulation (EC) No 1072/2009 and Regulation (EU) No 1024/2012 with a view to adapting them to developments in the sector; Regulation 2020/1054 amending Regulation (EC) No 561/2006 on minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) 165/2014 as regards positioning by means of tachographs; Directive (EU) 2020/1057 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation (EU) No 1024/2012

Tyrol. It will provide implementation guidelines for the sector and for those charged with enforcing the Mobility Package (in particular on driver returns, posting rules and cabotage). MOVE will organise meetings of the enforcement working group to ensure that Mobility Package rules are consistently applied and will establish common content in training courses for control officers in the road transport sector.

In line with the requirement set out in the Mobility Package I, DG MOVE will assess the needs for specific rules on **driving and rest times for bus and coach drivers**, with a view of a possible initiative at the beginning of 2022.

The proposal related to the use of **hired vehicles for commercial purposes** is still on the table and the Commission's objective is an adoption in 2021. It should provide for more legal certainty for anyone who uses a hired vehicle in the internal market and allow the use of hired vehicle in any MS throughout the internal market for a certain period of time.

DG MOVE will also look into the need for regulatory or other action to ensure that **passenger transport on demand** can deliver efficient services to citizens, while taking into account environmental and social concerns, including the working conditions of drivers.

Mileage or odometer fraud causes financial harm to buyers of second-hand vehicles and can have serious road safety implications. Based on the results of a pilot project for the **cross-border exchange of odometer data**³¹ between national authorities that started in 2019, an impact assessment support study will be launched in 2021 with a view to a possible legislative proposal in 2022.

The revision of **the train drivers Directive** 2007/59 will be subject to an impact assessment in 2021 based on the outcomes of the evaluation concluded in 2020³². The objective will be to address obstacles to driving in several member states while ensuring safety. Findings from ongoing pilot projects exploring alternatives to the current language requirements for train drivers will also be taken into account, for a possible revision in 2022

In order to allow for transitional provisions for the recognition of third countries **professional qualifications in inland navigation**, DG MOVE will prepare an amendment of Directive (EU) 2017/2397.

The 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 – taking into

³¹ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

³² SWD(2020)137

account the impact of the COVID-19 pandemic – while also contributing to the protection of consumer interests and to safeguarding high EU safety, employment and social standards.

The revision of the **Airport Charges Directive** will aim to ensure that airport charges are negotiated within a fully transparent and non-discriminatory framework that can effectively address any instances of misuses of significant market power.

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

Ensuring enforcement is essential for a competitive, sustainable and integrated single aviation market and to deliver the benefits of our transport policies to European citizens and business. Therefore, in 2021 DG MOVE will ensure that laws are properly applied, also working closely with Member States. As part of its enforcement action, DG MOVE will seek to ensure the correct application of the Airport Charges Directive and the Slots Regulation.

DG MOVE is carrying out an evaluation of the **Groundhandling Directive**. It will assess the performance of the individual provisions of the Directive across the EEA countries. The evaluation will also reflect on the impact the COVID-19 pandemic, as well as on the relevance of the provisions in the Directive in the post-COVID-19 environment.

DG MOVE will prepare an **Equality Work Plan** as requested by the Commission’s internal Equality Task Force. DG MOVE will take a series of initiatives to address equality issues, including via a network of EU ‘diversity ambassadors’ for the transport sector,³³ and promoting gender equality in the context of the “Platform for Change- Women in Transport”.

Social issues concern both the labour force and transport users. Automation and digitalisation bring about challenges and opportunities for the workforce in the transport sector.

Therefore a credible path is needed for the just transition for transport workers and the Commission will issue recommendations for the transition to automation and digitalisation and focusing on the transport workforce. DG MOVE will publish a preparatory study on the issue and discuss then with all stakeholders and social partners the way forward.

³³ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

DG MOVE will also create an **Informal group of experts on horizontal social issues** in transport to enhance discussion amongst and with Member States on social and equality matters in transport, which are not always within the competences of national ministries of transport.

General objective 4: A stronger Europe in the world

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

A strong European transport policy will enable us to project our values and promote our interests more effectively when cooperating with partners around the globe. As part of a geopolitical Commission, DG MOVE recognises the importance of maintaining and expanding connectivity with our key partners, particularly with our neighbourhood including the Western Balkans, strategic partners and key emerging markets such as ASEAN; This can be done by extending TEN-T, promoting high-quality and rule-based international standards and through international transport agreements (notably in air transport). This is also the motivation for working to restore connectivity with our neighbourhood and other third countries following the COVID-19 crisis.

DG MOVE will continue to work closely with the Permanent Secretariat of the Transport Community Treaty in order to support the implementation of the regional action plans on rail, road, road safety and transport facilitation endorsed by the **Western Balkan Leaders** in October 2020. Priority investment flagships in transport should be completed or advanced by 2024)³⁴.

DG MOVE will also pursue the cooperation in the framework of the **Eastern Partnership** with a focus on definition of new set of priorities for post2020 period in a view of the Eastern Partnership Summit planned for the first quarter of 2021. DG MOVE will, in cooperation with DG NEAR, support the implementation of the Indicative Infrastructure Investment action plan 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.

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

³⁴ Communication on an Economic and Investment Plan for the Western Balkans, COM(2020) 641 final

In 2021, the EU will start its relations with the **United Kingdom** as a third country at the end of the transition period, including in the field of transport.

DG MOVE is negotiating the implementation of the smart tachograph in the **AETR³⁵**. It will make the rules on driving times and rest periods uniformly enforced among EU Member States and neighbouring countries. DG MOVE will engage with Switzerland on the implementation of the **4th Railway Package**, contributing also to the European Green Deal.

In the **Southern Neighbourhood**, the multimodal cooperation aimed to promote and harmonise EU transport standards within the Regional Transport Action Plan (RTAP) will continue through a new **RTAP 2021-2027** laying down enhanced concrete actions for a safe, secure, sustainable, efficient and connected transport and taking into account the lessons learned from the global COVID-19 pandemic. DG MOVE will pursue its support to accelerate the establishment of the **Trans-Mediterranean Transport Network and its future connections with the TEN-T** through an agreement to be reached within the Union for the Mediterranean (UfM) framework in view of the **next UfM Ministerial Transport Conference, if possible in 2021**. DG MOVE will prepare a delegated act to add the indicative maps of the South Mediterranean countries in the TEN-T Regulation.

DG MOVE is monitoring the signing and ratification by the EU of the **Interbus agreement**, including the Protocols extending the agreement to international regular services and special regular services as well as allowing Morocco to accede to the agreement. DG MOVE will encourage and assist the Interbus contracting parties to ratify the protocol, including the United Kingdom.

DG MOVE will continue to implement the EU's Strategy on **Connecting Europe and Asia** to increase connectivity links that are sustainable (economically, fiscally, socially and environmentally), comprehensive (encompassing all transport modes) and rules-based. A special focus is put on 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. Within the EU-China Connectivity Platform, DG MOVE will keep working actively to forge synergies with **China** in the field of transport. The launch of the Joint Study on sustainable railway-based comprehensive transport corridors between the EU and China will be a major deliverable. DG MOVE will strive for the resumption in 2021 of the EU-China Transport Dialogue (TBC). DG MOVE will remain engaged to pave the way for better access to fast growing foreign markets, reciprocity and level playing field as well as the promotion of EU standards, especially with the strategic partners of **Japan** and

³⁵ European agreement concerning the work of crews of vehicles engaged in international road transport

Republic of Korea and the high growth **ASEAN** region (through a dialogue at regional level and with **Singapore**).

The Organization for Cooperation of Railways (OSJD) will come back to negotiating a stable convention for its Eurasian activities. DG MOVE will engage in works in the framework of UNECE to develop a global convention on the contract for international carriage of goods by rail as an optional alternative to the two existing regional regimes of OSJD and OTIF.

Discussions are also on-going on deepening transport relations with **Australia**. The **Republic of Korea**, as another key transport innovator and leader, e.g. in hydrogen technology, and the **Gulf Cooperation Countries** also need to be prioritised as partners for the implementation of the EU's global transport policies.

DG MOVE will pursue the strategic partnership with **India** to promote connectivity based on international transport standards in areas of mutual interest notably aviation (EU-India aviation Summit scheduled in 2021), urban mobility and rail. Assistance on aviation safety and environmental protection standards will continue in **South Asia countries** with regional programme (2021-2024).

In line with the 2020 Comprehensive Strategy towards **Africa**, DG MOVE will pursue efforts in the implementation of the recommendations of the Africa-Europe Alliance Task Force on Transport of 2019, which focus on Aviation, Road Safety and Connectivity. Specific cooperation areas include the support to the Single African Air Transport Market (SAATM), the decarbonisation agenda including through technical capacity in international fora, maritime and aviation security, and support to the creation of an African Road Safety Observatory. In the run-up to the 2021 EU-AU Summit (postponed from 2020), DG MOVE will continue to provide its contribution to the Commission's engagement on sustainable mobility, infrastructure and connectivity in Africa.

DG MOVE will encourage a strengthened partnership in relevant **international organisations and fora** to address global common challenges and promote its transport agenda at a global level. Specific areas of work include digital transformation and climate action, safety, security, rules-based competition and social matters, notably at ICAO, IMO, UNECE Inland Transport Committee (where the Secretariat has been given the task to administer the UN Global Trust Fund for Road Safety and DG MOVE will pursue its work on road, road safety, rail, and dangerous goods).

DG MOVE will lead the work at International Maritime Organisation (**IMO**) to develop the guidelines for implementing the legal framework agreed at Marine Environment Protection Committee 75 regarding short-term measures on energy efficiency of existing ships³⁶. It

³⁶ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

will coordinate the input of EU Member States and rely on the technical assistance of EMSA and the expertise of the European Sustainable Shipping Forum. DG MOVE will also push for new working arrangements to be decided at IMO to facilitate progress on the implementation of the 2018 strategy on reducing greenhouse gas emissions from shipping by 2050, and will also push for revising the IMO strategy for a more ambitious target by 2050 corresponding to the EU level of ambition.

A follow-up on the communication of 8 April 2020 on seafarers (C/2020/3100) and maritime safety aspects of the upgraded Green Lanes (COM/2020/685). DG MOVE will continue working towards improving the situation for seafarers at international level, including with view to support decisions taken at IMO. Allowing crew changes and facilitating seafarer travel safeguards global supply chains and ensures that our economies stay connected. In addition, with seafarers' contracts being extended beyond the length allowed by international law, this is leading to fatigue risking maritime safety and negatively affecting workers' rights.

DG MOVE will continue to provide support to shipping labour supplying countries on matters concerning the implementation and enforcement of the Standards of Training, Certification and Watchkeeping for Seafarers and Maritime Labour Conventions³⁷.

In **the inland waterways** sector, the EU will continue its close cooperation with other international organisations, such as the UN-ECE³⁸, CESNI³⁹, CCNR⁴⁰ or the Danube Commission, on various topics related to standards and safety as well as with relevant third countries.

In the area of aviation safety, DG MOVE will further strengthen and apply various tools throughout the planning period. These include the EU Air Safety List, the EU Ramp Inspection Programme (SAFA), the EASA Third Country Operator authorisations as well as extensive Technical Cooperation Projects. Employing these tools will benefit EU citizens travelling outside of the EU and strengthen international safety oversight in particular.

The Commission will seek negotiating authorisations from the Council for opening negotiations on new air transport agreements with third countries and regions.

DG MOVE will also continue to promote EU aviation policy and work with **the International Civil Aviation Organization (ICAO)**. This work is highly important when it comes to promoting European leadership in setting standards and targets on the environment, safety, security, training and labour standards, and modernisation of traffic management. 2021

³⁷ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

³⁸ The United Nations Economic Commission for Europe

³⁹ Comité européen pour l'élaboration de standards dans le domaine de la navigation intérieure (CESNI).

⁴⁰ Central Commission for Navigation on the Rhine (CCNR).

will be earmarked by the ICAO High Level Event addressing simultaneously aviation safety and facilitation issues, and notably focussing on challenges posed by the COVID-19 crisis and the way to the recovery of the aviation sector, including the outcomes and recommendations of the (ICAO) Council Aviation Recovery Task Force.

DG MOVE will also continue to encourage global coordination and the closest possible alignment on policy responses and recovery strategy to face the COVID-19 pandemic, including within the G7 (where the EU contributed to the High-Level Transportation Principles in Response to COVID-19), G20 and World Health Organization.

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

Aviation and maritime **security inspections**, which mobility restrictions made difficult during the COVID-19 crisis, will continue, using new approaches and supporting techniques such as remote inspections. DG MOVE will assess measures to adapt to emerging threats. We are in strategic discussion with Member States to explore improved and more efficient ways to deliver aviation security.

DG MOVE will deliver in 2021 guidance in the area of **passenger ship security**. DG MOVE will continue the work related to the implementation of the Action Plan **to improve rail passenger security**, notably via the EU Rail Passenger Security Platform. 2021 will mark the end of the current mandate of the Platform and DG MOVE has started a reflection on rail security at EU level beyond 2021.

Cybersecurity continues to be a primary objective for transport, and DG MOVE continued to assist other Commission services in the revision of the horizontal Directive on security of Network and Information Systems as baseline, ensuring the coordination and complementarity with sector-specific measures reflecting the needs and specificities of each mode.

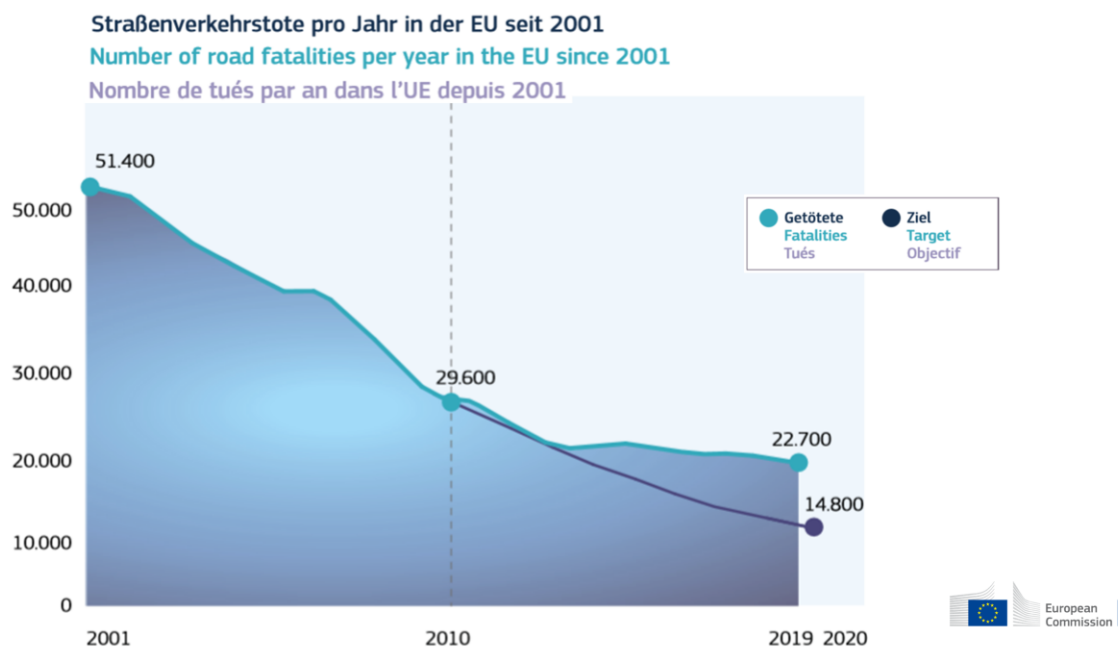
DG MOVE will pursue efforts to enhance the growing capabilities and affordability of **drones**, while keeping high standards in relation to safety and security. In coordination with EASA, DG HOME and the Member States, DG MOVE will consider further measures to address the risks stemming from drones' use.

DG MOVE will continue to implement the **Action Plan on Military mobility** in the next financial programming period. Following the update of the Military Requirements, DG MOVE will update the gap analysis between military and civilian requirements. Furthermore, DG MOVE will draft an implementing regulation to define dual-use infrastructure requirements.

The implementing regulation will establish the legal basis for dual-use transport infrastructure co-funding from the Connecting Europe Facility (CEF) military mobility envelope. DG MOVE will also liaise with the EU Member States to learn their dual-use investment priorities and set up a project pipeline. As part of the Action Plan, DG MOVE will also assess the options to establish a reference framework for the rules to be applied on the transport of dangerous goods in the military domain.

The **European Climate Pact** calls for Europe’s citizens and civil society to join climate action in the EU. DG MOVE’s Flagship campaign, the European Mobility Week⁴¹, will continue to be a key driver for EU-wide action on greener transport and mobility behaviours, leading to move around efficiently and in healthier, less polluting ways

Development of high quality **safe and secure truck parking areas** is crucial for improving safety and comfort of drivers as well as security of cargo and vehicles. The Mobility Package I requires the Commission to establish the EU standards for development of such safe and secure parking areas. The delegated act to be adopted in 2021 will provide for detailed standards on the level of service and security of safe and secure truck parking areas in the EU and procedures for the certification of such parking areas.




DG MOVE will conclude the conformity assessment of national legislations transposing the roadworthiness acquis, a package of measures adopted in 2014 which lays down very detailed and technical rules on periodical technical inspections and roadside checks of vehicles. Ongoing infringement procedures against 5 Member States as regards tunnel


41 <https://mobilityweek.eu>

safety will also be attentively pursued. DG MOVE will continue to manage the numerous road safety-related complaints from citizens including in particular those relating to the Driving License Directive, a piece of legislation that affects about 270 million Europeans.

DG MOVE will also prepare guidance on the safe use of **micromobility devices**, such as e-scooters⁴². This will complement possible action (by DG GROW) on the technical safety of the devices themselves.

In accordance with the **Commission's Strategic Action Plan on Road Safety**, Member States will start collecting key performance indicators for road safety in 2021, based on an agreed methodology and with financial help in the form of a CEF Supporting Action. This will be crucial for monitoring progress towards the EU target of reducing the number of road fatalities and serious injuries by 50% by 2030.

DG MOVE will deliver also a set of measures strengthening security and safety of the **waterborne transport**. These will include revising legislation on  **maritime accident investigation, port state control and flag state control**. The focus will be on lessening the administrative burden for the Member States and on building enforcement capacity, including at EMSA. On the existing legislation, DG MOVE will follow up on current infringements.

The evaluation of  Directive 97/70/EC on **vessel safety** will address the non-ratification of the CTA and identify regulatory gaps in safety as well as potential updates to reflect technological developments since 1993, taking inspiration from improvements undertaken in the international merchant shipping sector, as well as in EU shipping legislation. It will also consider the feasibility of regulations at EU level for smaller fishing vessels (less than 24 metres), the sector in which a major proportion of accidents occur.

The adoption of an Implementing Regulation on **marine equipment standards** covering the design, construction and performance requirements and testing standards for Marine equipment is planned by the summer of 2021. DG MOVE supports Member States' market surveillance authorities by organising targeted administrative cooperation group meetings. In parallel, EMSA continues its visits and inspections as part of its statutory duties and annual work plan.

DG MOVE systematically verifies the level of implementation of Directive 2008/106/EC (as amended) on minimum levels of **training of seafarers** in EU Member States. We will pursue current infringement procedures now at the stage of reasoned opinion and letters of formal notice will be taken forward. The initiation of additional infringement cases is planned in 2021. EMSA is assisting the Commission and has planned visits to Member

⁴² Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

States to ensure that they comply with the minimum requirements established in the Directive.





DG MOVE will prepare its proposal for a revision of Directive 2003/25/EC on specific **stability requirements for ro-ro passenger ships**. The review of the Directive is linked to the developments on damage stability requirements at IMO, where amendments to the SOLAS Convention entered into force in 2020. Alignment is being considered in view of ensuring a level-playing field while maintaining the required safety level.


The EMSA mandate was last amended extensively in 2013. Following an external evaluation in 2017, areas for improvement emerged, notwithstanding the positive record of the Agency. A revision of the EMSA mandate should be announced as part of the forthcoming Transport Strategy. In 2021, preparatory work will be launched to lay the ground for such a revision, ensuring the activities of the Agency are recalibrated in line with evolving EU priorities, as well as the blurring of traditional boundaries between transport and non-transport policies. With the evolution of safety dimensions and sustainability coming more to the forefront, an Impact Assessment support study is to be launched leading to a revision in 2022.

The updated EASA Basic Regulation⁴³ has set the scene for future developments in the aviation safety. Based on a data-driven, risk-based approach, this paradigm shift in safety management will continue to allow closing existing gaps in the regulatory system, while enabling industry flexibility to thrive, innovate and remain globally competitive. Taking into account interdependencies, new technologies and market developments, it paves the way to a safe, secure, environmentally sustainable, and socially acceptable aviation safety system. This will include giving the necessary due consideration to the needs and lessons learnt from the COVID-19 crisis by ensuring that the appropriate action is taken to mitigate the negative consequences thereof.


⁴³ Regulation (EU) 2018/1139

ANNEX Performance tables

General objective 1: A European Green Deal		
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		Related to spending programmes: Connecting Europe Facility and Horizon 2020, Horizon Europe
Main outputs in 2021:		
New policy initiatives		
Output	Indicator	Target
 Input into Maritime ETS Proposal, including Impact Assessment	Commission proposal	Q2 2021
 FuelEU Maritime - Green European Maritime Space (legislative proposal)	Commission proposal	Q1 2021
Input to the Taxonomy Delegated Acts, based on an external study	Input delivered	Q1 2021
Common framework for the harmonised measurement and reporting of transport and logistics carbon emissions	Launch of the impact assessment	Q2 2021
Naiades III - An inland waterway transport agenda for Europe 2021-2027	Commission proposal	Q2 2021
 Revision of the Alternative Fuels Infrastructure Directive 2014/94/EU	<ul style="list-style-type: none"> • Commission proposal • Finalisation of the Commission Staff Working Document on the impact assessment for the revision of AFID • Finalisation of the Commission Staff Working Document on the evaluation of AFID • Delegated Act on recharging points for electric buses 	Q2 2021 Q1 2021 Q4 2021
 Revision of the Intelligent Transport Systems Directive 2010/40/EU	Commission proposal Finalisation of the Commission Staff Working Document on the impact assessment for the revision of ITS Directive	Q3 2021


Revision of the Urban Mobility Package 2013	Communication on urban mobility Impact assessment for Urban Vehicle Access Regulations (tbc)	Q3 2021
 Commission proposal on rail capacity and traffic management, aimed at boosting international rail freight and optimising rail infrastructure use for all types of traffic	Commission proposal	Q4 2021
Actions to boost passenger rail	Publication of action plan	Q3 2021
Impact assessment for the amendment of Combined Transport Directive EU	Conclusion of impact assessment	Q4 2021

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
 Revision of the EU Emissions Trading System (ETS), including maritime, aviation and CORSIA as well as a proposal for ETS as own resource (legislative, incl. impact assessment)	Legislative proposal	Q2 2021
Charging of heavy goods vehicles for the use of certain infrastructures (Eurovignette) (2017/0114 (COD)) – “Joint Declaration”	Adoption by the co-legislators	2021.
Streamlining and aligning rail freight corridors’ investment planning with TEN-T policy, in line with the amendment of the TEN-T Guidelines	Commission proposal	Q4 2021

Evaluations and fitness checks

Output	Indicator	Target
Back to back evaluation and impact assessment for revising the Ship-source pollution Directive	Conclusion of the work	Q4 2021
Revision of the Urban Mobility Package 2013	Staff Working Document on the evaluation of the Urban Mobility Package 2013	Q4 2020
Ex post evaluation of the Roadworthiness Package (2014/45, 2014/46/EC and 2014/47/EC)	Staff Working Document	Q4 2021
	Staff Working Document	Q1 2021
Evaluation of Regulation 913/2010 concerning a European rail network	Staff Working Document	Q1 2021

for competitive freight (Rail Freight Corridor Regulation)		
Evaluation of Implementing Regulation (EU) 2015/429 on noise-differentiated track access charging schemes		
Public consultations		
Output	Indicator	Target
Public consultation in the framework of the impact assessment for the amendment of the Combined Transport Directive	Completion of the public consultation	Q2 2021
Public consultation as regards the framework for the harmonised measurement and reporting of transport and logistics carbon emissions	Completion of the public consultation	Q4 2021
Public consultation on fitness check of market access legislation in inland waterway transport	Completion of the public consultation	Q4 2021
External communication actions		
Output/ Result	Indicator	Target
Participation in the European Mobility Week –campaign	Number of participating cities	2 800
	Number of hashtag mentions (Twitter)	7000
 European Year of Rail	Adoption by co-legislators and implementation of related projects and communication campaign	Decision adoption end 2020 Campaign throughout 2021
	Reach of target audience	Min. 50 %
	Further indicators will be measured through i.a. a baseline and final survey, social media analytics (e.g. Engagement, Awareness, Recall, Positive image, Behavior change)	
Revision of the Alternative Fuels Infrastructure Directive	Number of hashtag mentions (Twitter)	400
	Number of press clippings	100
Other important outputs		
Output	Indicator	Target
Draft Commission Implementing Regulation concerning a Union Risk-Based Targeting (RBT) mechanism for inspection of ships calling at a Union port with regard to the	Commission proposal	Q2 2021



delivery of waste	Commission proposal	Q2 2021
Draft Commission Implementing Regulation concerning the methods to be used for the calculation of the sufficient dedicated storage capacity		
Draft Commission Implementing Regulation defining monitoring data methodologies and the format for reporting passively fished waste	Commission proposal	Q2 2021
Draft Commission Implementing Regulation concerning criteria for determining that a ship produces reduced quantities of waste, and manages its waste in a sustainable and environmentally sound manner	Commission proposal	Q4 2021
EMSA Guidelines for Onshore Power Supply (OPS)	Publication of guidelines	Q2 2021
Draft Commission implementing Regulation on noise-differentiated track access charging schemes	Commission proposal	Q4 2021
Evaluation and award decisions to the transport projects selected under the Green Deal Call of the Horizon 2020 Work Programme 2018-2020	Horizon 2020 grants, delegations, contributions signed for transport projects and programmes	Selection of transport projects under the Green Deal Call in 2021 for a total amount of approximately EUR 100 million
CEF Transport 2014-2020-Implementation (last call)	Adoption of the Commission selection decision	Q3
1st Call for proposals CEF 2021-2027	Publication of the Call	Q2
CEF Transport Blending Facility 2014-2020- Implementation	Adoption of the Commission selection decision 4th cut-off date	Q2
1st Call for proposals CEF 2021-2027 – selection of actions supporting climate objectives	Adoption of the Commission selection decision	60%

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 programmes: Horizon Europe

Main outputs in 2021:

New policy initiatives		
Output	Indicator	Target
Measures on electronic tools for inland crew and vessels – smart tachograph (MOVE.D3)	Commission proposal	Q3 2021
Setup of the SESAR 3 Joint Undertaking	Transit from current SJU to the SESAR 3 JU	Q4 2021
Revision of Regulation on Telematics applications for Rail Freight (TAF TI)	Adoption of the revised implementing regulation	Q2 2020
Initiatives linked to regulatory simplification and burden reduction		
Output	Indicator	Target
 Possible revision of the Regulation on the CRS Code of Conduct 80/2009	Commission proposal	Q4 2021 – Q2 2022
Evaluations and fitness checks		
Output	Indicator	Target
Evaluation of the EU Driving Licence Directive (2006/126/EC)	Staff Working Document	Q2 2021
Public consultations		
Output	Indicator	Target
Public consultation on the revision of the Directive on Harmonised River Information Services	Completion of the public consultation	Q4 2021
 Public Consultation on a possible revision of Regulation 80/2009 on a CRS Code of Conduct	High quality data to inform the work on the impact assessment.	Q4 2020 - Q1 2021
Public Consultation in the context of the impact assessment for a possible revision of the EU Driving Licence Directive (2006/126/EC)	Completion of the consultation	Q4 2021
Consultations in the context of the development of the Master Plan for the European Railway research Joint Undertaking.	Completion of the consultation	Q2 2021
Enforcement actions		
Output	Indicator	Target
Setting of revised Union-wide performance targets for RP3 under Regulation (EC) No 549/2004	Adopting COM Implementing Decision	Q2 2021
Implementing act on IMI for posting of drivers	Commission proposal	2021
External communication actions		
Output/ Result	Indicator	Target
EC(DGMOVE) participation at the	Realisation of a common stand	Q4 2021

2021 World ATM congress (if maintained)	with Eurocontrol, SESAR deployment manager, SESAR Joint Undertaking, EASA, EDA	
	Journalist media seminar	15 journalists participating
	Number of press clippings	20
Intelligent Transport Systems Directive/ Multimodal ticketing	Number of press clippings	50
	Number of hashtag mentions (Twitter)	300

Other important outputs

Output	Indicator	Target
Delegated and Implementing Regulations defining the specifications of the European Maritime Single Window environment (EMSWe)	Commission proposal	Q3 2021
Corridor freight information systems	DTLF interim report	Q3 2021
Update of two annexes of Directive (EU) 2016/1629 laying down technical requirements for inland waterway vessels	Adoption of delegated act	Q2/Q3 2021
Inland navigation IT Ecosystem	The IT systems ERDMS 2, ECDB and EHDB 2 in operation	Q2-Q4 2021
 Amended proposal for a Regulation on the implementation of the Single European Sky (SES2+ recast) COM(2020) 579	Council General Approach, EP report approved, start of trilogue	Q4 2021
Proposal for a Regulation amending Regulation (EU) 2018/1139 as regards the capacity of EASA to act as PRB (COM(2020) 577)	Council General Approach, EP report approved, start of trilogue	Q4 2021
1st Call for proposals CEF 2021-2027	Publication of the Call	Q2 2021
Report on impacts of automated driving technologies on road transport legislation	Report with recommendations	Q4 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 programmes: Connecting Europe Facility, Horizon Europe

Main outputs in 2021:

New policy initiatives


Output	Indicator	Target
Impact Assessment on the revision of the TEN-T Regulation	Publication of Staff working document	Q2 2021
Legislative Proposal  on a revised TEN-T Regulation	Commission proposal	Q3 2021
Enforcement actions		
Output	Indicator	Target
Implementing decisions for major cross border projects on the core network (Lyon-Turin, Brenner Base Tunnel and Fehmarn Belt)	Adoption of implementing decisions	Q4 2021
External communication actions		
Output/ Result	Indicator	Target
Announcement of CEF call results	Number of hashtag mentions (Twitter)	250
	Number of press clippings	50
TEN-T Regulation Revision	Number of hashtag mentions (Twitter)	250
	Number of press clippings	50
Other important outputs		
Output	Indicator	Target
1st Call for proposals CEF 2021-2027	Publication of the Call	Q2 2021
Last Call for proposals CEF 2014-2020	Adoption of the Commission selection decision	Q3 2021

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:
N/A

Main outputs in 2021:

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
 Proposal for a Regulation of the European Parliament and of the Council on common rules for the	Adoption by EP and Council	2021

allocation of slots at European Union airports ⁴⁴		
Impact assessments for the possible revision of three Regulations on passenger rights: Air PRM, Waterborne and Bus and Coach	Launch of the Impact Assessment work	Q2 2021
Impact assessment for options and benefits to go further with a multimodal framework for passenger rights that is simplified, more consistent and harmonised, including to ensure its resilience to extensive travel disruptions, and including options for multimodal tickets.	Launch of the Impact Assessment work	Q2 2021
Impact Assessment on the options and for an adequate financial protection scheme to protect passengers against the risk of a liquidity crisis or an insolvency regarding the reimbursement of tickets and if needed their repatriation.	Launch of the Impact Assessment work	Q2 2021
Evaluations and fitness checks		
Output	Indicator	Target
Evaluation of passenger rights Regulations on Air PRM, Waterborne and Bus and Coach	Three Staff Working Documents	Q2 2021
Public consultations		
Output	Indicator	Target
Public Consultation on a possible revision of the Air Services Regulation (1008/2008)	High quality data to inform the work on the impact assessment.	Q2 2021
Public Consultation on a possible legislative initiative on cross-border exchange of odometer data	Completion of the consultation	2021
Public Consultation on options and benefits to go further with a multimodal framework for passenger rights that is simplified, more consistent and harmonised, including to ensure its resilience to	Launch of the OPC	Q4 2021

⁴⁴ Follow-up to the Strategy on sustainable and smart mobility, COM(2020) 789

extensive travel disruptions, and including options for multimodal tickets.		
Public Consultation on the options and for an adequate financial protection scheme to protect passengers against the risk of a liquidity crisis or an insolvency regarding the reimbursement of tickets and if needed their repatriation.	Launch of the OPC	Q4 2021
Enforcement actions		
Output	Indicator	Target
Mobility package I: - social and market rules Technical specifications for the second generation of smart tachograph	Commission proposal	Q3 2021
External communication actions		
Output/ Result	Indicator	Target
Communication on passenger rights	Visits to passenger rights-pages on Your Europe	3,108 million (2020 level increase by 5%)
Other important outputs		
Output	Indicator	Target
Amendment of Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation to allow for transitional provisions for the recognition of third countries professional qualifications (MOVE.D3)	Commission proposal	Q1 2021
Revision of Regulation No 261/2004 on air passenger rights	General Approach	Q4 2021 (if debate taken up by Council Presidency).
Report to Parliament and to the Council evaluating whether more appropriate rules on driving and rest times for drivers in occasional carriage of passengers can be adopted	Report	Q4 2021
Other important outputs		
Output	Indicator	Target
MOVE Equality Work Plan	Adoption of the Plan	Q1 2021
Study on horizontal aspects of the impact on automation and	Publication	Q1 2021

digitalisation on the workforce in the transport sector		
Set up an informal group of experts on horizontal social issues in transport to strengthen dialogue amongst and with Member States on social issues in transport relevant for all modes of transport	Launch	Q3 2021
Contribute to promoting gender equality in the context of the "Platform for Change - Women in Transport"	Actions under the Platform, signatures of the Declaration, increase members of the Platform	Increase 10%
Promote diversity in transport by supporting a network of diversity ambassadors	Number of diversity ambassadors	50
Educational toolkits for fighting gender stereotypes based on the example of the transport sector	Publication of the toolkits	Q3 2021
Dissemination of good rostering and staff scheduling practices to improve the work-life balance of all transport workers	Number of downloads/ reading Publication	Average downloads for MOVE studies Publication on the Commission website Q1 2021

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: Horizon Europe

Main outputs in 2021:

Public consultations

Output	Indicator	Target
Public consultation in the framework of an impact assessment for an EU Regulation setting a framework for EU Exclusive Competences in Maritime Transport Commitments in International Agreements.	Closure after 12 weeks	Q2 2021

External communication actions

Output/ Result	Indicator	Target
Carry out the necessary supporting studies and start exploratory discussions with EU Member States and potentially interested third countries in view of the development of new negotiating mandates for EU Aviation Agreements	Expressions of interest from Member States	2021

Other important outputs

Output	Indicator	Target
Entry into force of a the EU – UK Agreement, which includes ambitious provisions on international maritime transport services. (MOVE.D1)	Council adopts the final decision to adopt the Agreement.	Q1 2021 (negotiations with third country where DG MOVE is not in the lead. This timeframe may vary)
Position papers and proposals for Council decisions to establish EU positions for IMO meetings. Union submissions to bring forward detailed and concrete proposals on environment and safety-related topics. (MOVE.D2)	Council agrees or adopts these documents	Position papers and Union submissions in all quarters of 2021. Proposals for Council decisions in Q1 and Q3 2021 (timing subject to IMO meeting schedule).
Signature and ratification of the Interbus agreement by the EU	Signature and ratification of the Interbus agreement by the EU	Q2 2021

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: Horizon Europe

Main outputs in 2021:


New policy initiatives

Output	Indicator	Target
Revision of existing legislation to adapt to emerging threats in civil aviation	Adoption of implementing legislation under Regulation 300/2008	Q4 2021
Joint action in the area of passenger ship security	Adoption of guidance material	Q3/4 2021
Joint action on rail passenger security	Adoption of best practices/guidance materials, decision about the future of the Rail Security Platform	Q4 2021
Prevention of threats to the security of transport (drones, cybersecurity)	Adoption of implementing legislation/guidance materials	Q3/4 2021
Stability Requirements for ro-ro passenger ships (revision of Directive 2003/25/EC)	Commission proposal	Q3/4 2021
Marine Equipment, Implementing Regulation	Adoption of Implementing Regulation	Q3 2021

Initiatives linked to regulatory simplification and burden reduction

Output	Indicator	Target
Delegated act on standards for safe and secure parking areas	Commission proposal	2021

Evaluations and fitness checks

Output	Indicator	Target
 Evaluation of Fishing Vessel Safety Directive	Staff Working Document	Q4 2021

Enforcement actions		
Output	Indicator	Target
Possible launch of EU-Pilots regarding the conclusion by Member States of advance administrative arrangements referred to in Article 15(42) of Regulation (EU) No 376/2014	Launch of EU Pilots	2021
External communication actions		
Output/ Result	Indicator	Target
Announcement of annual road safety statistics	Number of press clippings	50
Air Safety List	Unique page views of the Air Safety List	500 000
Other important outputs		
Output	Indicator	Target
Revision of the EMSA mandate, launch of study for an I.A.	Start of the IA work	Start of work
Transport Community Treaty (TCT): implementation of the regional action plans and budgetary decisions		Ongoing contacts with Secretariat and in TC meetings. Budgetary decisions in accordance with budget exercise.
China - Joint Study on sustainable rail-based corridors	Launch of the Study	Q2 2020, (pending contractual arrangements to be signed by DG DEVCO)
Launch of new cross-modal Transport Dialogues with Australia, RoK and Mexico	First meeting	Q1 2020
Delegated act to add the indicative maps of the South Mediterranean countries in the TEN-T Regulation.	Adoption	Pending high-level agreement, the Delegated act should be adopted in the course of 2021
Impact assessment on the revision of the Cross-Border Enforcement Directive (Directive (EU) 2015/413)	Conclusion of impact assessment	Q4 2021

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

The internal control framework⁴⁵ 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 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**⁴⁶ 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 monitored throughout the year and be subject to a specific annual assessment covering all internal control principles.

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. This close monitoring will allow DG MOVE to identify and possibly mitigate, among others, the impact of the COVID-19 crisis on these entities.

Based on the corporate decisions on the future **Executive Agencies'** portfolios under the next MFF, in 2021, 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 Understanding.

Updated risk management processes, aligned with the corporate guidelines, covering all activities of DG MOVE and integrated into the internal control system and the new DG MOVE Anti-fraud Strategy, will increase the effectiveness of controls and minimise the exposure to critical and significant risks.

⁴⁵ [Communication C\(2017\)2373 - Revision of the Internal Control Framework](#)

⁴⁶ [Communication C\(2017\)2373 - Revision of the Internal Control Framework](#)

DG MOVE will also ensure the timely implementation of the recommendations issued by **the European Court of Auditors** (ECA) and **the Internal Audit Service** (IAS) through a regular follow-up of all outstanding and overdue recommendations.

In the context of the EC **Digital Strategy implementation**, DG MOVE will continue to implement the Modernisation Plan in 2021 through the outputs and targets as defined in the sections below.

Throughout 2021, 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). DG MOVE also participates to the Commission internal discussions and preparations aimed at achieving a carbon neutral Commission by 2030, within the HR green focus group.

A. Human resource management

Despite continuous efforts to create internal synergies to address political priorities and the ambitious goals of the new Strategy on sustainable and smart mobility, 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 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. DG MOVE is also welcoming DG HR's work on a new corporate HR Strategy, while DG MOVE is taking the necessary steps towards developing a local HR Strategy. To this end, DG MOVE has organised with DG HR internal workshops to collect staff's views on HR matters, focusing on local needs and connecting them to the overarching corporate HR Strategy expected in 2021.

DG MOVE also appointed an Equality Coordinator to contribute to Europe's commitment to inclusion and equality in all of its senses, irrespective of sex, racial or ethnic origin, religion or belief, disability, age or sexual orientation and to support the Commission Equality Task Force. Assisted by an internal network of focal points, the Equality Coordinator will prepare an equality mainstreaming work plan to reflect the DG MOVE activities in the field of equality (gender, disability, LGBTI etc.), both internally within the DG and externally through its policy.

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 targets⁴⁷ and 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. In DG MOVE strives to establish recruitment panels that are systematically gender balanced. 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. In order to get the most out of the talent and experience of its staff, DG MOVE has consistently supported internal rotations of middle managers: the rotation of January 2019 has been followed by the rotation of another batch of Heads of Unit as of January 2021, as well as by regular internal mobility of staff pursuing a change in their careers, thus 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 new Action Plan developed in 2019 (following the latest Staff survey), continues the successful actions and principles of the previous actions plans related to staff engagement and introduces 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 2021 may need to be re-considered (e.g. trainings, team-events, etc.). Nevertheless, trying to use the challenges of the COVID-19 period as an opportunity too, the extensive training offer for managers and staff will continue to be made available in an online setting and thus opening it up to a larger audience.

In addition, DG MOVE's internal communication actions have also consistently ensured that the relevant information for work and well-being reaches all colleagues, consolidated a

⁴⁷ SEC(2020)246

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 2021:

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 2021)
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 2021
Application of good practices in the recruitment process: gender-neutral vacancy notices; relevant statistics to senior management.	All recruitment panels are systematically gender balanced.	100%
Application of good practices in the recruitment process: gender-neutral vacancy notices; female members in panels; relevant statistics to senior management.	Statistics on female representation provided to the DG; identifying possibilities and talented female ADs to increase female first time appointments on middle management posts.	Quarterly and when HoU positions become vacant
Promoting female talent.	Collecting best practices from AMC2 cluster DGs and DG HR regarding relevant actions (such as "unlock your hidden potential") targeted at female colleagues.	By December 2021
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 2021
Raising awareness on Commission corporate strategies (e.g., Diversity & inclusion, Ethics).	Joint Lunchtime Conferences organised by AMC2 for the cluster DGs.	By December 2021: at least one session
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 2021: two sessions for general staff plus one session for managers
Training Strategy.	Identifying local training needs and developing actions (internal courses, Lunchtime conferences,	By December 2021

	including external online trainings on job-related specialised topics)	
Newcomers	Continue the bi-annual newcomers welcoming and consolidate newcomers' package by adding other actions dedicated to newcomers.	By December 2021
Internal communication of events	Creating and disseminating internal communication Newsletters (including sections such as message from the Director-General, happening in the DG, welcoming newcomers, etc.).	Six Newsletters by December 2021
Implementation of DG MOVE Development Plan	Regular meetings of DG MOVE Staff Survey Taskforce to follow-up implementation of actions	At least one by December 2021

B. Sound financial management

The overall DG MOVE objective for 2021 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, together with continued 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 irregularities and/or fraud.

DG MOVE will support the Commission's efforts to modernise and digitalise budget and financial management. It will participate and contribute to working groups on the following subjects: governance of multi-DG programmes (CEF, Horizon); development of corporate tools for financial planning, monitoring and reporting; eGrant and eProcurement; development of performance reporting within the Commission; delegation of programmes to executive agencies. Such participation will ensure that the DG's needs are integrated in the new tools and facilitate subsequent on-boarding.

DG MOVE has an effective and efficient **internal control system**, aligned with the budget implementation methods and ensuring compliance with the principle of sound financial management. It is continuously monitored on the basis of monitoring indicators, while the results of the annual assessment will be reported to the Control Board and the Commissioner responsible for transport.

DG MOVE will further build upon existing **risk-oriented controls** in 2021 with a view to maintain a robust and sound control strategy, while streamlining it to the needs of the new MFF. Regarding budgetary management, this approach will be supported by an increased awareness effort regarding the use of the VIGIE tool and by its alignment with the new policy programmes and budget nomenclature. 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 particular, the start of the new MFF programmes which will support the Commission Green Deal and Recovery package objectives. DG MOVE will contribute to the digitalisation of financial management in the Commission.

Regarding Financial Management, DG MOVE will maintain a sound set of **ex-ante and ex-post financial controls**.

In 2021, DG MOVE will, through the implementation of its control strategy, gain **assurance on the legality and regularity** of the use of budgetary appropriations falling under its responsibility and minimise the value at risk, by continuing to ensure that appropriate preventive and corrective mechanisms are in place as a matter of high priority. It will proactively work with other services to ensure that the multiannual residual error rate does not exceed 2%.

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

- Performance of ex-ante financial controls.
- The deployment of an audit strategy for remote ex post audits. This focuses on risks as in previous years but it also aims to complete all the remaining audits simultaneously and to ensure equal treatment among selected beneficiaries under COVID-19 constraints. These activities aim at providing assurance on the legality and regularity of the expenditures declared to the Commission, while maximising the flexibility and efficiency of audit resources while working remotely without any on-the-spot visits.
- The timely application of financial corrections, when needed.
- A regular follow-up of the state of implementation of all outstanding and overdue audit recommendations issued by the IAS and ECA. In 2021, DG MOVE will monitor and implement the Discharge Authority requests and support a smooth 2019 discharge by the European Parliament.

Through a coordinated position between the operational units and the Shared Resource Directorate (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 the risk assessment for each external entity is updated and integrated within DG MOVE own risk assessment.

In 2021, DG MOVE will - as lead parent DG for the Climate Innovation and Networks' Executive Agency (CINEA) - adjust and enhance its internal working arrangements in order to take into account the specificities of the newly delegated programmes and the increased needs for cooperation with other parent DGs.

In 2021, 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 November 2020, while taking into account other sources of information, such as audit observations, exceptions and non-compliances and other measurements.

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 2021:

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 ≥ 95% of payments (in value) on time
Economical controls	Overall estimated cost of controls	Remains 2% of funds managed, except for cases where the amount of relevant expenditure is limited (e.g. settlement of legacy projects) and cases for which a reinforced monitoring is necessary
Awareness-raising and training of DG MOVE staff on financial, legal and internal control issues.	VIGIE training in 2021.	Once a year
	Training on changes in contract and financial management (impact of new MFF; financial circuits, procurement).	Once a year

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 2021:

Output	Indicator	Target
Optimal use of budget resources	Budget execution for commitment appropriations	> 98%

(commitment appropriations) Regular reporting on budget execution to DG MOVE management	Reporting on budget execution to DG MOVE management issued at least 3 times a year Control Board meetings organised at least twice a year	Minimum 3 times a year Minimum twice a year
Facilitating exchange of budget information between operational units and financial units	Effective VIGIE support Regular meetings with Directorates to review and revise VIGIE state of play	Daily availability of VIGIE and of VIGIE helpdesk. Minimum twice a year
Participation and coordination in: the network of financial units (RUF), the governance of multi-DG programmes (CEF, Horizon); the development of corporate tools for financial planning, implementation, monitoring and reporting; the development of performance reporting within the Commission.	Participation of SRD in the relevant working groups set for each topic	One SRD representative in each working group dealing with financial matters One SRD representative in each RUF meeting
Coordination with INEA on budget matters	DG MOVE positions include INEA's budget requests	DG MOVE positions submitted in line with the budget circular deadlines.
Supervision of INEA as lead parent DG, on financial and internal control matters.	Contribution to the delegation instruments Participation in the Steering Committee as observer.	SRD contributes to each ISC on delegation legal documents. SRD contributes on financial matters at each Steering Committee.

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 2021:

Output	Indicator	Target
Active participation to the governance of the entrusted entities through 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	% of Board and other Committee meetings attended Commission input provided within legal deadlines	90% direct participation or contribution provided 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

entities in respect to these and on the Discharge process; Contribution to revision of relevant regulations and to periodic evaluation of the entities; Implementation of supervision strategy.	Update of risk assessment and implementation review Update of risk tables for each agency	At least once a year At each Control Board
Solid and effective supervision of the Decentralised Agencies ⁴⁸ and Joint Undertakings ⁴⁹ based on a risk analysis	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
Awareness-raising and training of agencies' staff on financial, legal and internal control and human resources issues.	SRD organises workshop with Agencies' staff	At least once per 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.

The revision of **DG MOVE Anti-fraud Strategy** was completed in October 2020. The focus for the year 2021, will be to implement the actions that contribute to the alignment with the two new priorities for the anti-fraud approach of the Commission: measures to build stronger analytical capabilities and more coordinated anti-fraud efforts. These actions include training and awareness raising activities, to ensure a coherent environment and emphasise strengthened cooperation with OLAF. In 2021, DG MOVE’s anti-fraud actions are expected to focus on three priority areas, namely:

- Awareness raising, training and communication activities in cooperation with OLAF;
- Efficient detection, reporting and handling of fraud, by updating fraud indicators and “red flags”;
- Supervision of and advice to its entrusted entities on the update of their own Anti-Fraud Strategies.

⁴⁸ European Aviation Safety Agency (EASA), European Maritime Safety Agency (EMSA) and European Union Agency for Railways (ERA)

⁴⁹ SESAR JU and Shift2Rail JU

As part of its regular awareness raising activities, DG MOVE will issue regular internal newsletters that address anti-fraud topics (besides internal control, risk management etc.). During 2021 it will also prepare and depending on the circumstances imposed by the COVID-19 measures, organise an anti-fraud workshop with 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)⁵⁰ aimed at the prevention, detection and correction⁵¹ of fraud

Main outputs in 2021:

Output	Indicator	Target
Awareness raising campaign	% of staff reached through workshops, conferences or other direct methods	< 80%
	% of newcomers completing mandatory training on Ethics	< 90%
Reporting to management	Number of reports on the implementation of the antifraud strategy	At least two times per year
Implementation of Anti-fraud Action Plan items, as planned for 2021	% of implementation	100% by December 31, 2021

D. Digital transformation and information management

DG MOVE fully supports the corporate efforts under the Commission strategy on information management and will continue 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.

Lunchtime conferences that could not be provided in 2020 due to COVID-19 pandemic will be replaced by specific webinars during the year with the aim of increasing the efficiency of electronic workflows. DG MOVE will generalise the use of the Qualified Electronic Signature

⁵⁰ 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’.

⁵¹ Correction of fraud is an umbrella term, which notably refers to the recovery of amounts unduly spent and to administrative sanctions.

(QES) for documents requiring a blue-ink signature. This will increase the effective use of electronic workflows, especially when working remotely. The clean-up operation of local archives recently carried out in DM28 will be completed by the digitalisation of archives documents. Documents prior to the implementation of ARES (29/06/2010) will be scanned and attached to the Adonis database by the CAD in collaboration with the Historical Archives. All paper documents will be destroyed afterwards.

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 2021, DG MOVE will:

- implement new procedures for the complete data management lifecycle from the collection of data to processing and dissemination;
- complete the local data inventory;
- make adjustments to its information systems to optimise data management and data flows;
- continue to use the available corporate tools for data management.

As regards the implementation of the digital strategy principles by the most important IT solutions (namely TENtec, MOVEHUB and KSDA), DG MOVE will continue to make improvements through projects in 2021.

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 training to staff. While the Strategic Plan indicates that 100% of the staff members will be trained by 2024, a progress will be continuously ensured each year. For instance, newcomers will be trained during 2021 accordingly. 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 a completion of new records if new processing activities will be identified.

DG MOVE will also continue working to ensure that IT systems comply with the data protection rules. The Data Protection Corner that provides relevant information on data protection to staff will be continuously updated.

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 2021:

Output	Indicator	Target
Increase the efficient use of electronic workflows	Specific workshops / presentations on the use of e-signatory	At least two ARES webinars
Reduce paper storage	Percentage of documents from local archives digitalised (Adonis)	Minimum 60% of documents identified by 31/12/2021
Documents are retrievable in ARES and properly filed – staff has easier access to information	a. Percentage of registered documents that are not filed Files shared with other DGs	a. Below 2% 100% of eligible cases
Use of the corporate data management tools ⁵²	Number of use cases	At least three by December 2021
Local data inventory	Completeness of the data inventory	90% by December 2021
Implementation of the digital strategy principles by the most important IT solutions (namely TENtec, MOVEHUB and KSDA)	Degree of implementation of the digital strategy principles by the most important IT solutions	a. TENtec 68% b. MOVEHUB 85% KSDA 100%
Increase awareness of DG MOVE staff on personal data protection framework	Information session on data protection Percentage of updated corporate instructions/guidelines published on the Data Protection Corner	At least two webinars per year 100%
Establishing records for new processing operations	Percentage of new identified processing operations	100% of new identified processing operations
MOVE IT systems compliant with data protection rules.	Percentage of IT systems	20% IT systems compliant with data protection rules

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 particular, DG MOVE will support OIB in the implementation of actions aiming at reducing the CO2 footprint.

⁵² [Corporate Data Platform Blueprint](#)

In 2021, 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 weekends and 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 2021). 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.

Awareness raising will be at the core of all actions for ensuring a sound environmental management in DG MOVE.

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 2021:

Output	Indicator	Target
Increased staff awareness about key actions: 1) optimal energy use and “switching off, when not in use” 2) optimal water use and promotion of technical services hotline in case of water leaks, in line with the EMAS corporate action on resource efficiency	Part of the staff reached by awareness actions	100%
Participate in the end of the	Number of buildings participating in	Two buildings (DM28, DM24)

year energy saving action, by closing down DG/service's buildings during the Christmas and New Year's holiday period	the action	
Re-assess the needs as concerns the opening hours of the building (incl. the parking)	Percentage of energy reduction by closing DM24 and DM28 during weekend	15% of energy reduction (heat, electricity)
Gradual increase of VC-facilities in the DG and their use, in collaboration with DIGIT and DG SCIC.	Number of VC-facilities in the DG	Increase of VC facilities with three meeting rooms by December 2021
Staff participation to key initiatives promoting sustainable commuting	N° of MOVE colleagues participating in VeloMai campaign	Increase of 5% of participants

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

On the basis of internal discussions led by SRD with DG ENER services in 2020, SRD will adjust the relevant outputs and simplify procedures also in DG MOVE. These concern an encompassing array of financial management issues, including financial circuits and the related workflows, with an eye on adjusting them as best as possible to the operational needs.

Similarly, DG MOVE started to update its approach to risk management with a view to allow better decision-making, and to address the impacts of events, such as the COVID-19 pandemic outbreak or the withdrawal of the United Kingdom from the EU, more efficiently. In this context, DG MOVE Risk Management Framework will be strengthened to better define the approach to risk management (processes and actors, terms and definitions to be used, risks' ranking, integration of risk exercises, appropriate level of intervention) and structure it in two adapted phases. Reporting to Senior Management will be enhanced for more strategic risk monitoring. DG MOVE will raise awareness and build ownership over risk management.

In 2021, SRD will integrate the new suite of Microsoft 365 applications, specifically SharePoint online and msTeams, into its working methods. The new tools will enable more proactive and collaborative working methods and resolve technical issues encountered when servicing two different DGs. The benefits will mostly be non-financial, reducing the stream of emails, improving time to deliver on service requests and the organisation of large meetings.

SRD will also continue to provide support to all DG MOVE services and to contribute to central services' pilots and/or dedicated networks when new digital tools are introduced. It will encourage the use of msTEAMS internally when appropriate; it will continue to provide support to DG MOVE with information management technical and conceptual issues (e.g., Q-SIGN) and liaise with the concerned corporate services; and it will continue to contribute to the reflection on a future central planning and reporting tool for budget activities based on its experience with the VIGIE tool which was developed internally in DG MOVE to address these needs.

In the light of the successful completion of the procedure of evaluation and selection of project proposals under the 2019 CEF MAP Transport call (performed remotely due to the COVID-19 pandemic), measures will be proposed to improve the evaluation of proposals by the external experts. This will include in particular the possibility to perform the evaluation steps remotely, discontinuing the practice of gathering external experts in Brussels and limiting physical meetings for all evaluation stages. This would allow for improved economy (travel and accommodation costs) and efficiency (organisation of office space).

Moreover, whenever possible, the same approach will be adopted for the organisation of the CEF Committee meetings.

The TENtec information system supports the TEN-T policy with geographical, technical and financial data. Data import/export function has been implemented to facilitate the timely data collection along with the inclusion of the Core Network Corridor Project list for around 4000 projects. The following additional thematic layers have been added/improved to the TENtec public viewer to support also other transport related policies within DG MOVE:

- TEN-T compliance indicators to monitor and visualise the TEN-T criteria by transport mode.
- Alternative Fuels Infrastructure data which will be further enhanced by allowing a dynamic gap analysis and the filtering by “power categories” and “connectors” at TEN-T level.
- CEF Projects part has been improved by adding a CEF actions to link actions to TEN-T nodes
- C-ITS stations as provided by the C-Roads Platform.
- Border Crossing Points for roads (green lanes)

Rail Freight Corridors to improve the cooperation with TEN-T Corridors