Management Plan 2019

Directorate-General for Mobility and Transport
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INTRODUCTION

This Annual Management Plan outlines DG MOVE’s activities in 2019. It builds on the 2016-2020 Strategic Plan, which sets out the overarching medium-term strategy for DG MOVE and its contribution to deliver on the Commission’s political priorities and objectives. It is the fourth Management Plan under the current strategic framework, it therefore builds upon actions and progress achieved in the previous years of the Commission's mandate and sets out DG MOVE's planned outputs for the year to come.

In 2019, transport will continue to contribute to economic growth and jobs, global competitiveness and trade, while enabling people and goods to move safely and seamlessly across Europe and beyond. The Commission's actions and initiatives will contribute to this as set out in further detail below.

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

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

- **An efficient, sustainable, safe and secure Single European Transport Area**: improve regulation, ensure a high degree of implementation of EU legislation in the transport area as well as open and fair competition both in the EU and in relations with key partner countries.

- **A modern European transport infrastructure**: ensure the effective implementation of the Trans-European Transport Network with the help of the Connecting Europe Facility and the innovative financial instruments (such as the EFSI).

- **An innovative transport sector**: ensure the effective implementation of funding for research and innovation activities in the transport area under Horizon 2020.

In this last year of the Juncker Commission's mandate, DG MOVE will focus on ensuring a successful completion of the legislative process in Council and the European Parliament for the Commission proposals on the table in the field of mobility and transport and to reach agreements, as far as possible, under the current legislature.

Under the first specific objective of establishing **an efficient, sustainable, safe and secure Single European Transport Area**, DG MOVE will pursue initiatives towards assisting the transport sector to stay competitive in a socially fair transition towards clean mobility and digitalisation. DG MOVE will actively seek support in Council and Parliament on the three 'Europe on the Move' Mobility Packages to ensure timely implementation of the Commission’s agenda for safe, clean and connected mobility. All these will be undertaken with a view to ensure that the supporting tools and legal framework of the EU’s 2030 climate policy are in place, in line with the ambitions set in

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the Commission Work Programme 2019\textsuperscript{2}. These will contribute to the transition to a modern and low-carbon economy, as embodied in the key political priority for the European Commission of developing a \textbf{Resilient Energy Union and a forward-looking climate change policy}. DG MOVE’s work on an alternative fuel infrastructure and Cooperative, Connected, Autonomous and Automated Mobility as well as sustainable urban mobility will also be key in this respect. Furthermore, DG MOVE will pursue its work towards global solutions to ensure carbon-neutral growth of aviation at the International Civil Aviation Organization (ICAO) and to address emissions from shipping at the International Maritime Organisation (IMO), in particular with regard to the implementation of the IMO initial greenhouse gas emissions reduction strategy that was adopted in April 2018. These actions will in turn contribute to improvements in the Commission’s impact indicators on the reduction of greenhouse gas emissions and energy efficiency.

In view of achieving \textbf{a Deeper and Fairer Internal Market}, continuous emphasis will be put in 2019 on ensuring that existing European transport legislation is properly applied and enforced across all transport modes and that it remains ‘fit for purpose’, as illustrated by the target on transposition rates, open non-communications and infringement cases for 2019. DG MOVE will pursue its engagement for the provision of safe, accessible and affordable transport for everyone through further actions on road safety and on passengers’ rights. Likewise the initiatives to ensure social fairness and competitiveness in the transport sector, which provides jobs for more than 5 million Europeans, will contribute to \textbf{a new boost for jobs and growth}. Continuous implementation of the 2015 aviation strategy will reinforce the competitiveness of European industry, contribute to the creation of \textbf{jobs and growth} and make the EU a \textbf{stronger global actor}.

DG MOVE will continue to promote the functioning of the transport sector as a fully integrated ‘system’, highlighting those factors that prevent the take up of multimodal options for freight and passengers even when it is the most efficient approach. Contributing to the \textbf{Commission’s Digital Single Market} and to European growth and competitiveness, DG MOVE will in 2019 work to better exploit the benefits of digital technologies for an efficient, sustainable, safe and secure transport system that serves citizens and businesses.

Under the specific objective of promoting a \textbf{modern European transport infrastructure}, and contributing to boosting jobs and growth, DG MOVE will continue to work in 2019 to facilitate future investment by working on assuring an agreement on the proposal for streamlined procedures for the preparation of infrastructure projects and through the continuous implementation of the Connecting Europe Facility (CEF) for the realization of the trans-European Transport (TEN-T) networks. Furthermore, so as to be able to address future mobility challenges and investment needs, DG MOVE will continue to participate actively in the negotiations for the definition of the Multiannual Financial Framework after 2020, in particular by supporting the co-legislators in working towards the adoption in 2019 of the new CEF regulation for 2021-2027. Public investment in transport infrastructure will lead to economic growth, therefore contributing to the Commission-wide target set for the impact indicators on GDP growth, as shown in DG MOVE’s Strategic Plan 2016-2020.

Under the objective of promoting \textbf{an innovative transport sector} through the selection of research and innovation projects under the Horizon 2020 Programme, including Single European Sky ATM Research (SESAR) and Shift2Rail, DG MOVE will in 2019 further

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contribute to the decarbonisation and digitalisation of transport. DG MOVE will continue to deploy innovative urban mobility solutions under the CIVITAS Initiative and will contribute to a number of ancillary activities under the framework of Horizon 2020, including the work on Smart Cities and the implementation of the successful ELENA facility. The work on the adoption of a new framework for research and innovation, Horizon Europe, is expected to be progressing considerably in 2019. All activities relating to research and innovation will in turn directly contribute to the Commission wide-target for a new boost for jobs, growth and investment through support for investment in R&D.

The plans/activities of the year will take into account and reflect the needs which are related to the necessary preparations of the **withdrawal of the United Kingdom from the European Union** ("Brexit"), including legal acts to be adopted and any technical, administrative and budgetary measures. Notwithstanding the need to cater for individual specificities among Directorates-General, these actions are being coordinated by the Secretariat-General with a view to ensuring coherence in the design and timing of these measures.

The graph below illustrates how the delivery of important outputs planned for 2019 will be conducive to the achievements of DG MOVE's Specific Objectives while contributing to the Commission's General Objectives.
1. A New Boost for Jobs, Growth and Investment

2. A Connected Digital Single Market

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

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

5. A Stronger Global Actor

DG MOVE Specific Objectives contributing to the Commission General Objectives

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

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

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

Delivery on pending legislative proposals:

- Mobility Package I: hired vehicles, access to international road haulage market, heavy goods vehicles (Eurovignette and taxation), posting of drivers, driving and resting times
- Mobility Package II: international market for coach and bus, Clean Vehicles Directive, Combined Transport Directive
- Mobility Package III: Maritime Single Window, Electronic freight transport information, Road infrastructure safety management, aerodynamic truck cabins
- Discontinuing seasonal time changes
- Minimum level of training of seafarers
- Rail Passengers’ Rights and obligations
- Air Passengers rights Regulation revision
- Allocation of slots at EU airports
- Single European Sky 2+
- Brexit preparedness proposals
- Framework for drones
- International agreements

Negotiations of the proposal of Regulation on Streamlining the implementation of the TEN-T

Adoption of a work programme on the 1st Blending Facility for European Railway Traffic Management System (ERTMS) and Alternative fuels and amendment to Connecting Europe Facility (CEF) Transport multiannual work programme

Selection, Award and Grant Agreement signature of the 2018 Call and evaluation and selection of the proposals under the 2019 Call

Definition of the dual-use infrastructure in the context of the action plan on military mobility

Next financial programming:

- Negotiations of the proposal of Regulation on CEF;
- Developing the “Sustainable infrastructure windows” under InvestEu.

Evaluation and award decisions to the transport projects selected under the Horizon 2020 Work Programme 2018-2020.

Design and launch of the last Horizon 2020 Transport Calls for the year 2020.

Deployment of further innovative urban mobility projects under the CIVITAS and Smart Cities initiatives.

Contribute to the preparation of the next Framework Programme Horizon Europe for the period 2021-2027.
PART 1. MAIN OUTPUTS FOR THE YEAR

The key deliverables for DG MOVE in 2019 will contribute to the Specific Objectives of DG MOVE and to the overall Commission objectives, in particular to the creation of jobs, growth and investment, digitalisation, decarbonisation, a deeper and fairer Internal Market and to making the EU a stronger global actor. They include:

- DG MOVE will endeavour to ensure the adoption by the co-legislators before the end of the Commission's mandate of the remaining proposals under the three 'Europe on the MOVE' Mobility Packages, adopted in 2017 and 2018.

- In particular, on Mobility Package 1, following the conclusion of the European Electronic Tolling System, the social and market access for road transport files should be brought to agreement as far as possible before the European Parliament elections. Work will also continue with the Romanian Presidency so as to advance the discussions in Council on the proposals on hired vehicles and Eurovignette proposals.

- As regards Mobility Package 2, DG MOVE will strive for adoption by the co-legislators of the Combined Transport Directive and promote a swift agreement, in the first instance of a Council position, on the Clean Vehicles Directive. DG MOVE will also promote that discussions are launched and advanced in Council on its proposal on coach and bus services. Furthermore, DG MOVE will continue to take actions to accelerate the roll-out of alternative fuels infrastructure and sustainable urban mobility.

- From Mobility Package 3, the proposals on the European Maritime Single Window environment (EMSW), the Road Infrastructure Safety Management Directive and the aerodynamic truck cabins should as far as possible be brought to conclusion before the recess of the European Parliament. As regards simplification efforts, DG MOVE will work with the co-legislators to advance the examination of the proposals for Streamlining measures for advancing the realisation of the Trans-European Transport Network (TEN-T) and on electronic freight transport information (EFTI). DG MOVE will also flesh out the EU Road Safety Policy Framework 2021-2030 outlined in Mobility Package 3, including a list of Key Performance Indicators for monitoring to be defined in cooperation with Member States.

- In rail, efforts will be concentrated on the realisation of the Single European Railway Area. DG MOVE will monitor the transposition of Directive (EU) 2016/2370 on the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure. As of 19 June 2019, the European Union Agency for Railways (ERA) will be a fully-fledged authorising entity for rail vehicle authorisations and safety certificates for railway undertakings. DG MOVE will also work with the co-legislators to take forward the proposal for a recast of Regulation No 1371/2007 on rail passenger rights.

- In 2019, DG MOVE will also continue working with the co-legislators on its proposal to discontinue seasonal time changes.
• Also contributing to deliver on the **Security Union Agenda**, further efforts will be deployed in enhancing security in public spaces in particular for rail passengers.

• In 2019, DG MOVE will also continue to implement the initiatives of the **Aviation Strategy** the Commission adopted in 2015, and in particular: the adoption of implementing measures to the Regulation on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, including a framework for civil drones; the negotiations of comprehensive EU air transport agreements; the publication of the evaluations of the Airport Charges Directive and of the Air Services Regulation, and of a report of social matters in the air transport sector; the continuation of the support towards the adoption at global level of an agreement on a Carbon Offsetting Scheme for International Aviation (CORSIA) in the framework of ICAO.; and also advancing action in the areas covered by the three proposals that have so far been blocked in Council due to the Gibraltar issue (SES2+, Slots at EU airports and Air Passenger Rights), including the continued work to promote enhanced air space capacity, taking account of the foreseen outcome of the Wise Persons Group in April 2019.

• Regarding international action to monitor and reduce greenhouse gas emissions from the **shipping sector**, the Commission will facilitate in 2019 the inter-institutional negotiations concerning alignment of the European monitoring, reporting and verification schemes to the international global data collection scheme.

• Contributing to the achievement of the specific objective related to a **modern European transport infrastructure and to support the creation of jobs, growth and the necessary investment in transport infrastructure**, the examination by the co-legislators of the **Connecting Europe Facility (CEF)** proposal for the next financial perspective will continue. Trilogue negotiations are expected to take place in 2019, the timing of which is dependent on the overall Multiannual Financial Framework (MFF) negotiations. In addition, developing the "sustainable infrastructure” policy area of InvestEU, as well as closely participating in the negotiations on the cohesion policy funds, will continue, as those programmes also contribute to supporting a modern European transport infrastructure.

• **Implementation of the current CEF will also be pursued.** Grant Agreements for transport digitalisation, road safety and multimodality (multiannual work programme 2018) will be finalised with an indicative amount of €450 million. Evaluation and selection of proposals for the annual programme call 2019 should be completed by end 2019. Finally, the adoption of the work programme on the first blending facility in the areas of ERTMS and the deployment of alternative fuels is expected during the second quarter of 2019, as well as an amendment on the multiannual work programme 2014-2020 to adopt new programme support actions.

• As part of the **Action Plan on Military Mobility**, the definition of the concept of dual use infrastructure contributing to both civilian and military purposes will pave
the way to implementation of the CEF military mobility envelope under the next long term EU budget.

- Under the specific objective dedicated to **research and innovation in transport**, the examination by the co-legislators of the proposal on Horizon Europe in the context of the MFF beyond 2020, will continue.

- Also contributing to decarbonisation and digitalisation of transport, research and innovation projects in transport of approximately €218 million will be selected in 2019 under the **Horizon 2020 programme**, including for SESAR and Shift2Rail.

- DG MOVE will also contribute to the Commission’s efforts to ensure the conclusion of an **agreement on the withdrawal of the UK** from the EU and a framework for the future EU-UK relations. In particular, in the area of transport, DG MOVE will contribute to ensuring prompt adoption by the co-legislators of legislative proposals and contingency measures related to Brexit-preparedness.
A. An efficient, sustainable, safe and secure Single European Transport Area

So as to deliver on DG MOVE's specific objective to achieve an efficient, sustainable, safe and secure Single Transport Area, particular focus will be given in 2019 to legislative proposals and other initiatives already on the table so as to complete the work to which the Commission committed at the start of its mandate, and priority will therefore be to ensure that all proposals are adopted by the co-legislator and implemented effectively. This includes supporting the European Parliament and Council in their assessment of Commission proposals and facilitating exchanges and compromises in line with the Commission's objectives. Only a few new initiatives addressing key outstanding challenges, including Brexit, are foreseen.

Promoting the implementation and enforcement of the EU transport acquis by Member States is essential to achieve an efficient, sustainable, safe and secure Single Transport Area and deliver the benefits of transport policies to European citizens and businesses. DG MOVE will continue to pay attention to ensuring that laws are properly applied, notably through close cooperation and communication with Member States. In particular, specific efforts will be needed in 2019 for transposing and implementing legislation that has already been adopted recently or will be done so soon.

The creation of a stable and predictable legal framework for citizens and businesses is at the core of the Commission’s strategy. This entails commitment to the timely and detailed performance of communication and conformity checks. This is all the more important as several directives are due for transposition in 2019. DG MOVE will also continue to use the vast array of compliance-promotion tools at its disposal to encourage Member States to implement the transport acquis. This is notably the case of the one-to-one infringement dialogue program with Member States ("package meetings") whose efficiency has been clearly confirmed since its re-launching in 2016. DG MOVE will in addition pursue its implementation of the 2016 Commission Communication "EU Law: better results through better application". While the number of EU-Pilot files has already been significantly reduced, DG MOVE will continue to engage with Member States on infringement issues and to prioritise the treatment of its files. The combination of these efforts should allow DG MOVE to prevent transposition/implementation issues from arising and, when this is not possible, to continue ensuring the rapid treatment of infringements files, therefore delivering on the DG's commitment to ensure a high degree of implementation as embodied under Specific Objective 1 in the Strategic Plan 2016-2020.

In 2019, DG MOVE will also continue to give high priority to implementing the Better Regulation agenda of the Commission so as to make sure that existing and future transport policies are fit for purpose and avoid unnecessary costs. The focus in 2019 will be on evaluating the existing legislation, ensuring that relevant evidence is available to support the preparation of possible new initiatives for the next legislative cycle post-2019. DG MOVE will also undertake the evaluations of broader policy areas, such as the evaluation of the TEN-T guidelines and evaluation of the 2011 White Paper on transport. The Commission has also contracted a comprehensive study ("Sustainable Transport Infrastructure Charging and Internalisation of Transport Externalities") on the internalisation of external costs in transport, which will allow assessing the extent to
which the ‘user pays’ and ‘polluter pays’ principles are implemented in the EU Member States and other advanced economies, separately for all modes of transport. We expect the study to provide important contributions to an update of the handbook on external costs, a fresh analysis on the total and average external costs, an assessment and comparison of internalisation measures with external costs, as well as an assessment and comparison of infrastructure charges and infrastructure–related expenditure. The study is expected to be finalised mid-2019.

Key policy deliverables in 2019 contributing to the implementation of an efficient, sustainable, safe and secure Single European Transport Area are listed in the table below. Additional information on initiatives in this area is also provided in the text below the table.

Relevant general objective(s): 1, 2, 3, 4 and 9 (see Strategic Plan 2016-2020)

**Specific objective 1:** "An efficient, sustainable, safe and secure Single European Transport Area: Improve regulation, ensure a high degree of implementation of EU legislation in the transport area and open and fair competition both in the EU and in relations with key partner countries."

Main outputs in 2019:

<table>
<thead>
<tr>
<th>Output</th>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mobility Package I:</strong></td>
<td></td>
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<tr>
<td>Use of vehicles hired without drivers for the carriage of goods by road (2017/0113 (COD)) – &quot;Joint Declaration&quot; (MOVE.C1)</td>
<td>General Approach in the Council (EP to close first reading)</td>
<td>June 2019</td>
</tr>
<tr>
<td>Pursuing the occupation of road transport operator and access to the</td>
<td>Adoption by the co-legislators</td>
<td>May 2019</td>
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</table>

3 The list of legislative proposals pending with the legislators under this specific objective 1 contains proposals included in the "Joint Declaration" of the European Parliament, the Council and the Commission as well other priority proposals for which the institutions have expressed their commitment to strive for adoption by the co-legislators at the latest by the time of the European elections in May 2019. For other pending proposals the official aim is to reach a political agreement before the European elections in 2019. In practice their achievement will therefore depend on the progress made in the legislative process in the two institutions. This has been reflected in the targets set for certain proposals in the table. It is thus important to note that the achievement of these targets depends to a large extend on the decisions of the European Parliament and the Council, acting as co-legislators, and can therefore not be directly attributed to the actions of the Commission. The Commission nevertheless contributes to reaching political agreement between the co-legislators by participating in and facilitating the negotiations as part of the so-called trilogue process.
<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
<th>Date</th>
</tr>
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<tbody>
<tr>
<td>international road haulage market (2017/0123 (COD)) - &quot;Joint Declaration&quot; (MOVE.C1)</td>
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<tr>
<td>Charging of heavy goods vehicles for the use of certain infrastructures (Eurovignette) (2017/0114 (COD)) - &quot;Joint Declaration&quot; (MOVE.C1)</td>
<td>General approach in the Council (EP closed first reading in October 2018)</td>
<td>December 2019</td>
</tr>
<tr>
<td>Posting drivers in the road transport sector (2017/0121 (COD)) – Priority file (MOVE.C1)</td>
<td>Adoption by the co-legislators</td>
<td>May 2019</td>
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<tr>
<td>Minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods; positioning by means of tachographs (2017/0122 (COD)) – Priority file (MOVE.C1)</td>
<td>Adoption by the co-legislators</td>
<td>May 2019</td>
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<tr>
<td><strong>Mobility Package II:</strong></td>
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<tr>
<td>Common rules for access to the international market for coach and bus services (2017/0288 (COD)) – &quot;Joint Declaration&quot; (MOVE.C1)</td>
<td>General Approach in the Council (EP to close first reading)</td>
<td>December 2019</td>
</tr>
<tr>
<td>Common rules for certain types of combined transport of goods between Member States (2017/0290 (COD)) – &quot;Joint Declaration&quot; (MOVE.D1)</td>
<td>Adoption by the co-legislators</td>
<td>May 2019</td>
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<tr>
<td>Promotion of clean and energy-efficient road transport vehicles (2017/0291 (COD)) -</td>
<td>Adoption by the co-legislators</td>
<td>May 2019</td>
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<tr>
<td>&quot;Joint Declaration&quot; (MOVE.B4)</td>
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<tr>
<td><strong>Mobility Package III:</strong></td>
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<tr>
<td>European Maritime Single Window environment (2018/0139 (COD)) – Priority file (MOVE.D1)</td>
<td>Adoption by the co-legislators May 2019</td>
<td></td>
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<tr>
<td>Road infrastructure safety management (2018/0129 (COD)) – other files (MOVE.C2)</td>
<td>Adoption by the co-legislators May 2019</td>
<td></td>
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<tr>
<td>Time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance (2018/0130 (COD)) – other files (MOVE.C1)</td>
<td>Adoption by the co-legislators May 2019</td>
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<tr>
<td><strong>Additional files:</strong></td>
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<tr>
<td>Minimum level of training of seafarers (2018/0162 (COD)) – other files (MOVE.D2)</td>
<td>Adoption by the co-legislators May 2019</td>
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<tr>
<td>Rail passengers’ rights and obligations (recast) (2017/0237 (COD)) – other files (MOVE.B5)</td>
<td>General Approach in the Council (EP closed first reading) June 2019</td>
<td></td>
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<tr>
<td>Common rules for the operation of air services in the Community (&quot;US wet lease&quot;) (2016/0411 (COD)) – other files (MOVE.E2)</td>
<td>Adoption by the co-legislators</td>
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<tr>
<td>Revision of Air passengers rights regulation (2013/0072 (COD)) – other files (MOVE.B5)</td>
<td>Preparatory work in view of the resumption of discussions in Council Q2 2019</td>
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**Revision of Air passengers rights regulation (2013/0072 (COD)) – other files (MOVE.B5)**
<table>
<thead>
<tr>
<th>Topic</th>
<th>Status</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Implementation of the Single European Sky (SES2+ recast) (2013/0186 (COD)) – other files (MOVE.E3)</td>
<td>Preparatory work in view of the resumption of discussions in Council</td>
<td>Q2 2019</td>
</tr>
<tr>
<td>Common rules for the allocation of slots at European Union airports (Recast) (2011/0391 (COD)) – other files (MOVE.E1)</td>
<td>Preparatory work in view of the resumption of discussion in Council</td>
<td>Q2 2019</td>
</tr>
<tr>
<td>Proposal for a Regulation of the European Parliament and of the Council on certain aspects of aviation safety with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union (COM(2018) 894) (MOVE.E)</td>
<td>Adoption by the co-legislators</td>
<td>March 2019</td>
</tr>
<tr>
<td>Proposal for a Regulation of the European Parliament and of the Council on common rules ensuring basic air connectivity with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union (COM(2018) 893) (MOVE.E)</td>
<td>Adoption by the co-legislators</td>
<td>March 2019</td>
</tr>
<tr>
<td>Proposal for a Regulation of the European Parliament and of the Council on common rules ensuring basic road</td>
<td>Adoption by the co-legislators</td>
<td>March 2019</td>
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freight connectivity with regard to the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the Union (COM(2018) 895) (MOVE.C1)

<table>
<thead>
<tr>
<th>Output</th>
<th>Indicator</th>
<th>Target</th>
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</thead>
<tbody>
<tr>
<td>Evaluation of the Urban Mobility Package of 2013 (including guidance for cycling projects in EU cities, Guidance document on urban vehicle access regulations (UVARs) and Revised guidelines on sustainable urban mobility planning (SUMPs)) (MOVE.B4)</td>
<td>Finalisation of evaluation and guidance documents</td>
<td>Q4 2019</td>
</tr>
<tr>
<td>International aviation agreements to be signed (MOVE.E2)</td>
<td>Additional comprehensive aviation agreements signed in 2019</td>
<td>2019 (Ukraine, Armenia, Tunisia, ASEAN, Qatar, Azerbaijan)</td>
</tr>
<tr>
<td>Council Recommendation on safety goals and functional requirements for passenger ships below 24 metres in length 2018/0159 (NLE) (MOVE.D2)</td>
<td>Adoption by Council</td>
<td>June 2019</td>
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</tbody>
</table>
Contribution to a resilient Energy Union with a forward-looking climate change policy and with a view to cut greenhouse gas emissions by at least 40% by 2030 in line with the Paris agreement, DG MOVE will continue to work to secure agreement by the co-legislators on the remaining proposals under the 'Europe on the MOVE' Mobility Packages. To ensure timely implementation of our agenda for safe, clean and connected mobility and allow that the supporting tools and legal framework of the EU's 2030 climate policy are in place, the timely adoption of these measures will be needed.

DG MOVE will work closely with the co-legislators in the negotiations on the revision of the Clean Vehicles Directive in view of its possible adoption before the European elections.

DG MOVE will continue to work on actions to accelerate the roll-out of alternative fuels infrastructure in line with Directive 2014/94/EU and the set of actions outlined in the Action Plan on Alternative Fuels Infrastructure. The second delegated regulation on standards for alternative fuels infrastructure should be adopted in the first quarter 2019. DG MOVE will also start with the ex-post evaluation of Directive 2014/94/EU, which is supposed to conclude in the first half of 2020, building on the reporting of Member States on the implementation of their National Policy Frameworks that is due by 18 November 2019. In order to accelerate the roll-out of alternative fuels infrastructure, DG MOVE intends to adopt a blending facility work programme and launch a dedicated call in 2019. The blending facility is expected to include a specific priority related to investments in alternative fuels.

In the area of sustainable urban mobility, DG MOVE will start the evaluation of the Urban Mobility Package of 2013 and deliver a number of guidance documents: on sustainable urban mobility planning (SUMP) (updated SUMP guidelines), on urban vehicle access regulations (UVARs) and on cycling projects in EU cities. DG MOVE will continue with the organisation of the European Mobility Week on sustainable urban mobility, bringing together over 2,700 municipalities to promote behavioural change, and with the deployment of innovative urban mobility projects and networking between cities under the CIVITAS initiative.

Regarding international action to monitor and reduce greenhouse gas emissions from the shipping sector, the Commission will facilitate, as appropriate, in 2019 the inter-institutional negotiations concerning alignment of the European monitoring, reporting and verification schemes to the international global data collection scheme.

In 2017, the Commission made a proposal on amending the Combined Transport Directive, which is the only dedicated legal instrument to directly support the reduction of the road freight transport share and therefore contributes to the decarbonisation of transport and reduction of negative externalities from the transport sector. Following the

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4 COM(2017) 652
Council general approach in December 2018, the negotiation between the co-legislators could be concluded in early 2019 with the aim of adoption before the EP elections.

Following the 2016 landmark deal by the UN General Assembly of the International Civil Aviation Organization (ICAO) to address CO₂ emissions from aviation, the Commission together with the vast majority of ICAO States including all EU Members supported the proposal for a Standard. Two years later, the ICAO Council adopted the CORSIA package (Carbon Offsetting and Reduction Scheme for International Aviation). During 2019, the Commission will implement CORSIA monitoring, reporting and verification rules to ensure that CORSIA has the necessary data to be operational as of 2021, starting date of the offsetting mechanism’s first voluntary phase. Also, within one year of the adoption by ICAO of all the relevant legal instruments (adoption expected in May 2019) and before CORSIA becomes operational, the Commission will conduct a comprehensive assessment including on all relevant aspects of CORSIA’s ambition and environmental integrity and consider appropriate ways to implement it in Europe.

A deeper and fairer internal market

Road transport

In 2019, DG MOVE will concentrate on finalising the negotiations in the European Parliament and Council on remaining proposals in the three Mobility Packages adopted by the Commission since the beginning of this Commission's mandate. With several legislative proposals under the scrutiny of the co-legislators, DG MOVE must ensure the coherence between these proposals and a right balance between the social conditions for workers, the competitiveness of the road transport sector and the clarity of rules in view of proper enforcement.

Work will be continued on the conditions of use for aerodynamic flaps under Directive 96/53/EC as amended in the third Mobility Package. Moreover, as soon as the first Mobility Package is adopted, expected by May 2019, the work towards swift implementation of the second generation of smart tachographs will be launched.

Regarding road safety, 2019 will focus on the further elaboration of the EU Road Safety Policy Framework 2021-2030 and Strategic Action Plan on Road Safety, as outlined in the third Mobility Package. Most notably, DG MOVE will intensify its cooperation with Member States to define a series of Key Performance Indicators, and will work to strengthen EU funding for road safety actions, by formalising the cooperation with the European Investment Bank, and by preparing a more systematic approach to road safety funding and financing in the next Multiannual Financial Framework.

DG MOVE will further intensify its efforts aiming to reach a political agreement on the revised Road Infrastructure Safety Management Directive under the Romanian Presidency in the first half of 2019.

Rail transport

In 2019, some Member States, the Commission and the European Agency for the Railways will have transposed and implemented the technical pillar of the 4th Railway
Package adopted in 2016. The majority of Member States have however notified their intentions to delay the full transposition to 16 June 2020. As of 16 June 2019 the European Union Agency for Railways will substitute Member States' national safety authorities in issuing approvals for all rail traffic management systems (ERTMS) projects as well as vehicles authorisations and safety certificates for railway undertakings in all cases with a wider European dimension.

All European actors, the Commission, the Agency and Member States will continue their efforts to further reduce obstacles to interoperability enshrined in technical provisions of national railway law. Efforts in 2019 will focus on ERTMS deployment and operation.

An evaluation of the rail freight corridor Regulation (Regulation EU 913/2010) will be finalised in late 2019, based on inputs from earlier stakeholder and public consultations.

Waterborne transport

Building on the outcome of the Fitness check of maritime transport legislation including legislation on port State control, flag State responsibilities, maritime accident investigation, that was finalised in May 2018, the Commission will start preparing possible follow-up proposals wherever the related evaluations pointed at the issues requiring adaptations of existing legislation. Digitalisation and the European Maritime Safety Agency (EMSA) support will be key enablers in this search for simplification and modernisation.

Following its creation in December 2017, the European Ports Forum, gathering Member States’ representatives and stakeholders in the port sector will continue to meet with a view to accompanying the entry into application of the Port Services Regulation in March 2019. Sub-groups will work on specific topics such as “Sustainable Ports”, “Ports as hubs for blue growth”, etc.

As a follow-up to the Fitness check of the passenger ship safety legislation and as a second wave of measures after the adoption in October 2017 of the three revised directives, the Commission has proposed common safety goals and functional requirements for small passenger craft currently excluded from the EU legislation. The Commission will work in 2019 towards their adoption.

The REFIT evaluation of the two Directives regulating the seafarers' training and certification system finalised in 2017 has indicated several issues that have hindered their effectiveness and efficiency and that led the Commission to propose legislative intervention in May 2018. The Commission will work in 2019 towards adoption of the proposed revision of the legislation in order to address the implementation problems identified by the evaluation without altering or expanding the scope of the existing legislative framework.

5 Deadline for such notification was 16 December 2018. 7 Member States have already notified delays.
In order to revise the current legislation for reporting formalities for ships calling at EU ports and to achieve a truly harmonised European Maritime Single Window environment, the Commission presented on 17 May 2018, as part of the 3rd Mobility Package, a proposal for a regulation on the European Maritime Single Window environment. The proposal enlarges the scope of the reporting requirements including also cargo information, and aims at establishing a single entry point with a common interface for digital reporting in all maritime Member States based on a common data set and common technical standards. The adoption of the proposal is foreseen for May 2019.

For the implementation of the NAIADES II action programme for the promotion of inland waterway transport, the technical specifications in the field of inland navigation will continue to be revised in 2019 through delegated and implementing acts.

Aviation

2019 will see the continuation of the implementation of initiatives listed in the indicative plan annexed to the Aviation Strategy the Commission adopted in December 2015. This will include the continuation of the implementation of the Regulation on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency Regulation, including a framework for civil drones. The implementing measures which will be adopted in 2019 will entail a safe, secure and environmentally friendly aviation for the EU citizens. Also, following an agreement at the end of 2018 on the proposal for Safeguarding Competition in civil aviation, 2019 will see the finalisation of this legislation which will equip the Union with a credible and applicable instrument to ensure fair opportunities for EU and non-EU air carriers.

During 2019, the signature of several air transport agreements is expected subject, however, to resolving the outstanding issue of the definition of the territory of the EU (issue related to the dispute between Spain and the UK). This issue will be resolved at the latest with Brexit after which the Council should be in a position to authorise signature. This relates to the agreements with Ukraine (initialled in 2013), Armenia (initialled in 2017) and Tunisia (initialled in 2017). Also, based on the progress made in 2018 in negotiations with ASEAN and Qatar, it is expected that these agreements may be signed in the course of 2019. Negotiations with Azerbaijan may also be finalised in which case such an agreement could also be signed before the end of 2019. As the signature of these agreements requires the conclusion of the negotiations and thereafter the agreement of both the third countries concerned and all EU Member States, there is an element of uncertainty related to the above expectations, in particular with regard to the agreement with Azerbaijan. Negotiations will start or continue with other third countries in 2019, namely Oman, UAE and Turkey. We also expect the signature of the Bilateral Air Safety Agreement (BASA) with China and to continue negotiations with Japan.

2019 will also see the preparation of the European contribution to the 40th Assembly of the International Civil Aviation Organization (24 September – 4 October 2019) where decisions on strategic aviation issues are expected to be taken. The nomination of a new Network Manager to support Air Traffic Management (ATM) network performance after 2020 and the adoption of a revised Single European Sky (SES) Performance Scheme together with new Union-wide targets in view of the 3rd reference period of the Performance Scheme are also foreseen.
DG MOVE will also support the resumption of discussions in Council on the revision of the Air passengers rights Regulation, and will undertake preparatory work in view of the resumption of the discussions on the allocation of slots at European Union airports and on the Single European Sky 2+. With regard to the latter, the Wise Persons Group is expected to present a report in April 2019.

On airport charges, the completion of the ex-post evaluation of Directive 2009/12/EC early 2019 will be followed by work on the impact assessment in view of a possible revision of the Directive. On air services, the completion of the ex-post evaluation of Regulation 1008/2008 early 2019 will also be followed by work on the impact assessment exploring options for licences, ownership and control of EU air carriers, traffic distribution, public service obligations, price transparency and wet leasing. In addition, on social issues in aviation, the Commission will publish a report and work on the implementation of the actions identified in this report.

**Brexit**

DG MOVE’s plans and activities for 2019 will take into account and reflect the needs which are related to the necessary preparations of the withdrawal of the United Kingdom from the European Union ("Brexit"), including legal acts to be adopted (legislation, delegated and implementing acts). In particular, DG MOVE will contribute to ensuring prompt adoption by the co-legislators of legislative proposals and contingency measures related to Brexit-preparedness, in areas such as ship inspections, road transport and aviation connectivity and safety.

**Digitalisation of transport and logistics**

In the area of Cooperative, Connected, Autonomous and Automated Mobility (CCAM), the Commission will continue implementing its vision outlined in the May 2018 Communication On the road to automated mobility: An EU strategy for mobility of the future”. In particular, the Commission will set up a single stakeholder platform to coordinate open road testing and make the link with pre-deployment activities, and prepare a possible future Joint Undertaking partnership under the next long-term European financial framework to provide a clear long-term framework to the strategic planning of research and pre-deployment programmes on driverless mobility at EU and national levels. In parallel, the Commission is supporting digitalisation in transport in support to automation through the CEF and calls for proposals to support research and innovation for automated road transport.

Subsequently to the adoption of a new Work Programme under the Intelligent Transport System (ITS) Directive (2010/40/EU), DG MOVE will look into possibilities to extend the related provisions on accessing, sharing and reusing data for electric mobility services as part of the implementation of the work programme under the ITS Directive.

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Directive. DG MOVE will also continue to work on activities (standardisation activities, supporting measures, common specifications) supporting the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport. Building on the ex-post evaluation of Directive 2010/40/EU, DG MOVE will start the necessary work towards a possible revision of the Directive.

The Commission presented on 17 May 2018 a proposal for a Regulation on electronic freight transport information (EFTI)\(^8\) as part of the 3\(^{rd}\) Mobility Package. The overall objective of this proposal is to support full exploitation of the benefits that the digital exchange of data as included in transport documents could bring. It shall also help the transport sector to reduce costs, with a relatively expected higher positive impact for multimodal transport. Additional benefits are expected in terms of facilitation of regulatory enforcement through the re-use of data for statistical and risk assessment purposes, as well as reduced environmental impacts. The legislative procedures will continue in 2019 in view of the adoption by the co-legislators.

Following the Commission Decision\(^9\) to renew the mandate of the Digital Transport and Logistics Forum (DTLF) as an effective tool to advance the digitalisation of the sector, the group will continue its work based upon the results and recommendations concluded under its first term, including the support for the implementation of the Commission’s EFTI initiative and the development and deployment of the concept of the corridor freight information systems, aimed to facilitate data sharing between all stakeholders in the transport and logistics sector.

The digitalisation of inland navigation is also essential for the modernisation of the inland navigation sector and its full integration into the transport logistics chains. In this context, we will carry out in 2019 a thorough evaluation of the current legislative framework for River Information Services. A study will also be carried out on the potential to develop digital solutions in inland navigation based on synergies with other transport sectors, such as shipping, rail, road or aviation.

**Global Europe**

Contributing to the *"EU as a stronger global actor"*, DG MOVE promotes EU transport policies all over the world, including the TEN-T approach as well as EU technical standards across all transport modes, notably for safety and security. In 2019, a special emphasis will continue to be given to supporting the EU industry through improved market access and enhancing Europe’s role and influence in the transport sector at bilateral and multilateral level.

DG MOVE will also continue to strengthen transport relations with key partner countries and regions. On Asia, DG MOVE will remain engaged in the follow up actions of the new EU Strategy “Connecting Europe and Asia” ensuring an inclusive approach and thus paving the way for better access to fast growing foreign markets, reciprocity and level playing field as well as the promotion of EU standards in all relevant countries. This will in

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\(^8\) COM(2018) 279  \\
\(^9\) C(2018) 5921
turn reinforce the competitiveness of EU operators and thus contribute to the development of the EU internal transport market.

Greater cooperation between transport modes and cross-modal approaches facilitate the dialogues with more strategic partners, such as China, Japan, India, Republic of Korea, as well as with ASEAN.

As regards the Neighbourhood regions, supporting connectivity reforms and the gradual extension of the EU policy approach will remain a key priority. This will include the smooth implementation of the Transport Community Treaty (TCT) with the Western Balkan (WB) Parties, notably through the set-up of the TCT Permanent Secretariat which is essential to assist WB partners in implementing the acquis, transport reforms and various infrastructure projects. DG MOVE will also pursue the cooperation in the framework of the Eastern Partnership through the priorities identified at the 2018 Ministerial Conference (Investment Action Plan in line with the extended TEN-T network, and road safety). Building on the regional cooperation, DG MOVE will continue reinforcing the bilateral cooperation through transport dialogues with Ukraine, Georgia and Azerbaijan. DG MOVE will in addition further promote 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 line with a concrete regional cooperation, multimodal transport exchanges are already taking place bilaterally with Israel. Cooperation with Turkey will also be enhanced. Following the revitalisation of the cross modal Transport Dialogue, which will take place on 15/2/18, we will strive to engage with Turkey intensively in the negotiations of the Common Air Transport Agreement, continue our cooperation in the field of sustainable urban mobility and support Turkey in the participation to the European Mobility Week 2019. We will also cooperate in road safety and support Turkey in the implementation of its Road Safety Strategy (once completed) in line with the Vision Zero and Safe System approach. We will continue our cooperation in supporting sustainable infrastructure (with DG NEAR), especially when it comes to the soon to be approved Halkali Kapikule rail line project.

Intelligent Transport Systems, digitalisation and the decarbonisation agenda in the transport sector will be pursued with all partners. DG MOVE will also continue to seek partnerships with global innovation centres (such as Singapore and Israel).

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

On Iran, DG MOVE will remain engaged building on its contribution to the efforts to ensure the Joint Comprehensive Plan of Action (JCPOA) remains in place, while promoting EU aviation and maritime interests. DG MOVE will provide its input to the implementation of the new Africa-Europe Alliance for Sustainable Investments and Jobs priority. A specific emphasis will be given to the ongoing technical assistance to Aviation Safety capacity building (with DEVCO) and support to the launching of the Single African Air Transport Market (SAATM).
DG MOVE will continue the cooperation with international organisations and multilateral fora to promote its transport policy objectives and share best practices globally through multilateral fora (e.g. ICAO, IMO, UNECE Inland Transport Committee, where the Secretariat has been given the task to administer the UN Global Trust Fund for Road Safety). Likewise, DG MOVE will pursue its work on road, road safety, rail, and dangerous goods with the United Nations Economic Commission for Europe (UNECE).

DG MOVE is actively pursuing the objectives of decarbonisation of transport in accordance with the UN Sustainable Development Goals in both in the IMO, in particular through the work of the Marine Environment Protection Committee, and in ICAO. To this purpose, targeted EU assistance is sought to support our partner countries' capacity to implement sustainable transport solutions. This will also contribute to the global discussions aimed to the adoption of ambitious emission reduction targets. For international shipping, the Commission will continue to promote safety, environmental and security measures in the IMO.

The Commission will also continue to actively promote international cooperation in railway policy and legislation and support the European rail manufacturing industry.

**Citizens**

**Transport security**

DG MOVE will continue to contribute to the Security Union through rigorous implementation and enforcement of EU transport security policies across all modes of transport. This will enhance security in public spaces while also ensuring fluid transport networks.

In a context of constantly evolving threats, the Commission will take actions to mitigate insider threats across all transport modes, as also informed by a study to be completed in 2019 on the transport industry's approaches to addressing this phenomenon. It will promote security culture, and enhance cyber-resilience in transport, with priority to addressing the human element and skills in all modes.

In June 2018 the Commission adopted short-term measures to improve passenger railway security, as well as a Decision setting up an EU Rail Passenger Security Platform. The Commission will work with this Platform to identify common actions at EU level, including best practices and technological needs.

In road transport, the Commission will further disseminate the security toolkit produced for the road freight sector and aimed at mitigating the risk of unauthorised intrusion, including hijacking or theft.

With respect to aviation security, the Commission will engage Member States and Stakeholders on measures to improve landside protection and seek to provide a regulatory framework at EU level for the certification of Aviation Security Equipment. It will continue to put emphasis on activities at the international level to raise the bar of aviation security globally, with a focus on enhancing security of inbound flights through increased capacity building with partner countries that demonstrate persistently low
levels of security. In the context of the aviation strategy the Commission will continue to explore One-Stop Security regimes with key partners.

The Commission will also continue to enhance maritime transport security, in particular to step up the protection of ports; and notably put an emphasis on passenger ships such as ferries and cruise ships.

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

**Passenger rights**

The consolidation of the EU passenger rights legislative framework will continue in 2019. While the EP completed its first reading of the recast of Regulation No 1371/2007 on rail passenger rights in 2018, the Council is expected to approve a General Approach. As regards the revision of Regulation No 261/2004 on air passenger rights, the Council is expected to resume discussions stalled in 2015 because of the issue of the definition of the territory of the EU (issue related to the dispute between Spain and the UK); a fact-finding study dealing with air passenger rights will be launched by DG MOVE in order to make sure that updated data would support related deliberations at policy level as appropriate.

Following requests from several stakeholders, the Guidelines to improve and facilitate the application of Regulation (EC) 1107/2006 on the rights of disabled persons and persons with reduced mobility when travelling by air will be updated. The aim is to address the increase of new kinds of disabilities, notably regarding so-called invisible disabilities (such as dementia, autism and other kinds of intellectual impairments).

In addition, as requested by the European Court of Auditors in its recent audit on passenger rights, a study will be launched in 2019 to review the state of play of passenger rights across all modes of transport and identify best practices that could be introduced to the various modes of transport.

DG MOVE will prepare the ground with several studies focused on social matters in the transport sector: the social dimension of the transition to automation; an educational toolkit for fighting stereotypes against women as workers; and a study on work-life balance/flexibility of work in the transport sector. It will also work on social matters in aviation. Finally it will continue to support the work of the Platform for Women in Transport.

**Summertime**

EU summertime arrangements is a matter which generates large interest from EU citizens. This was demonstrated by the public consultation carried out mid-2018 to which around 4.6 million responded, of which over 99% were citizens. Based on its assessment of available evidence, also taking into account the outcome of the public consultation, the Commission made a proposal in September 2018 to discontinue seasonal time changes.
In 2019, DG MOVE will continue to work with the co-legislators on the ongoing negotiations on the file.
B. A modern European transport infrastructure

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

- **Investment, jobs and growth**: CEF together with European Fund for Strategic Investments (EFSI) mobilises public and private investments into Europe's mobility network and triggers growth and jobs in the transport sector and for the EU economy as such.


- **Energy Union and climate**: The TEN-T network is designed on 9 multi-modal corridors and 2 horizontal priorities (ERTMS and Motorways of the Sea), enabling a more efficient use of sustainable modes of transport and the deployment of low emission mobility.

- **Internal Market**: TEN-T enables free movement of goods and people via the physical integration of national transport networks, removing bottlenecks and deploying missing links.

- **A stronger global actor**: Extension of the TEN-T network beyond EU borders connects the EU internal market with neighbouring countries. This opens up new opportunities for investment, trade, technology and standardisation. A common transport network has been defined with the Western Balkans, the Eastern Partnership and Turkey.

By the end of 2018, CEF Transport has already allocated €23 billion in grants for TEN-T projects, triggering €48.5 billion of total investments. DG MOVE ensures the implementation of CEF funding in cooperation with the Innovation and Networks Executive Agency (INEA).

During 2019, **additional grant agreements will be signed**. In particular, with an indicative amount of €450 million, it is expected that the selection of projects for the 2018 multiannual programme call related to the cross-cutting objectives of transport digitalisation, road safety and multimodality will be completed. Moreover, an annual work programme 2019 call, with an indicative amount of €100 million, will be launched and awarded in 2019 for the signature of grant agreements for the improvement of cross-border sections, the connections to and the development of maritime ports on the TEN-T comprehensive network, and the reduction of noise and vibration caused by railway transport. A work programme, based on the new Article 16(a) of the CEF Regulation on Blending Facilities, is to be agreed early 2019 by the CEF Committee to launch the first facility in the areas of ERTMS and deployment of alternative fuels. Finally, the multiannual work programme 2014-2020 will also be amended in early 2019 in order to adopt new programme support actions.
The CEF Debt Instrument and legacy instruments are already managing a portfolio of transport investments exceeding €13 billion (in addition to EFSI support to transport, as of October 2018 already exceeding €28 billion of investment). Further actions will be taken in 2019-2020 to facilitate transport investment under EFSI 2 and to mobilize up to €3 billion of investment for the Green Shipping Guarantee programme and a clean transport project pipeline of up to €2.4 billion of investment to be implemented in 2019-2020.

The CEF Debt Instrument Delegation Agreement is being amended to support the roll out of renewable transport technologies funded by the NER300 Programme (up to €460 million), including through a new financial product 'future mobility' set under the CEF Debt instrument to support high risk, cleaner transport projects.

Preparation of the successor Programmes post-2020 supporting a modern European transport infrastructure

The Connecting Europe Facility 2021-2027 was proposed by Commission in June 2018. Since then, negotiations are ongoing in both Council and the European Parliament. Trilogue negotiations are expected to take place in 2019, the timing of which is dependent on the overall MFF negotiations.

Alongside the CEF post-2020 preparation, where DG MOVE is directly involved with a view to complete the TEN-T, DG MOVE is also developing the "sustainable infrastructure" policy area of InvestEU, as well as closely participating in the negotiations on the cohesion policy funds, as those programmes contribute also at supporting the modernisation of the European transport infrastructure.

The TEN-T policy framework will be further improved in 2019. An evaluation of the TEN-T guidelines (Regulation (EU) N° 1315/2013) will be carried out in 2019. The core network implementation will be assessed, taking into account the further development of transport infrastructure policy overall within the context of quickly changing mobility patterns as well as technological, societal and social conditions.

During 2019, the TEN-T will be further improved, possibly with the adoption by the co-legislators of the proposal for Streamlining measures for advancing the realisation of the trans-European transport network. This should contribute to reaching the goal of completing the core network by 2030.

In addition, the TEN-T will be adjusted where appropriate as part of Brexit preparedness to take into account the withdrawal of the United Kingdom from the Union. This concerns the alignment of the North Sea Mediterranean Corridor and the connectivity of Ireland with the rest of the European Union.

Finally, the implementation of the Action Plan on Military Mobility will continue, in particular to define the concept of dual use infrastructure to pave the way to implementation of the CEF military mobility envelope under the next long term EU budget.
Relevant general objective(s): 1, 2, 3, 4 and 9 (see Strategic Plan 2016-2020)

Specific objective 2: “A modern European transport infrastructure: Ensure the effective implementation of the Trans-European Transport Network with the help of the Connecting Europe Facility and the innovative financial instruments (EFSI)”

Related to spending programme(s): Connecting Europe Facility

Main outputs in 2019:

Delivery on legislative proposals pending with the legislator¹⁰

<table>
<thead>
<tr>
<th>Output</th>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting Europe Facility (2018/0228 (COD) – MFF (MOVE.B2)</td>
<td>Political agreement</td>
<td>May 2019</td>
</tr>
<tr>
<td>Connecting Europe Facility 2014-2020: withdrawal of the United Kingdom from the Union (amending Regulation 1316/2013) (2018/0299 (COD) - Brexit preparedness (MOVE.B1)</td>
<td>Adoption by the co-legislators</td>
<td>March 2019 (For the Brexit proposal, if applicable, the process has to end by March 2019)</td>
</tr>
</tbody>
</table>

Important items from work programmes/financing decisions/operational programmes

For a complete listing of expenditure-related outputs please refer to the Programme Statements published together with the Draft Budget for 2019.

<table>
<thead>
<tr>
<th>Output</th>
<th>Indicator</th>
<th>Target</th>
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<tbody>
<tr>
<td>Amendment to the</td>
<td>Adoption of the amendment of the CEF</td>
<td>Q2 2019</td>
</tr>
</tbody>
</table>

¹⁰ Legislative proposals pending with the legislators listed under this specific objective 2 are proposals for which the institutions have expressed their commitment to strive for adoption by the co-legislators at the latest by the time of the European elections in May 2019 or to reach a political agreement before the European elections in 2019. In practice their achievement will therefore depend on the progress made in the legislative process in the two institutions. This has been reflected in the targets set for certain proposals in the table. It is thus important to note that the achievement of these targets depends to a large extend on the decisions of the European Parliament and the Council, acting as co-legislators, and can therefore not be directly attributed to the actions of the Commission. The Commission nevertheless contributes to reaching political agreement between the co-legislators by participating in and facilitating the negotiations as part of the so-called trilogue process.
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<thead>
<tr>
<th>Output</th>
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<th>Target</th>
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<tbody>
<tr>
<td><strong>CEF Transport multiannual work programme (MOVE. B2)</strong></td>
<td>multiannual work programme 2014-2020 to include new Programme Support Actions</td>
<td></td>
</tr>
<tr>
<td>Finalising the 2018 Call for proposals dedicated to transport digitalisation, road safety and multimodality (MOVE. B)</td>
<td>Publication of the call for proposals on 17 May 2018 with a deadline for submission of proposals of 24 October 2018</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Evaluation</td>
<td>Q1 2019</td>
</tr>
<tr>
<td></td>
<td>Selection decision</td>
<td>Q2 2019</td>
</tr>
<tr>
<td></td>
<td>Signature of the Grant Agreements</td>
<td>Q4 2019</td>
</tr>
<tr>
<td><strong>2019 Call for proposals dedicated to the improvement of cross-border sections, the connections to and the development of maritime ports on the TEN-T comprehensive network and the reduction of noise and vibration caused by railway transport (MOVE. B1)</strong></td>
<td>Evaluation</td>
<td>Q2 2019</td>
</tr>
<tr>
<td></td>
<td>Selection decision</td>
<td>Q3 2019</td>
</tr>
<tr>
<td><strong>CEF Blending Facilities in the areas of ERTMS and deployment of alternative fuels (MOVE. B)</strong></td>
<td>Adoption of Work Programme</td>
<td>Q2 2019</td>
</tr>
<tr>
<td></td>
<td>Launch of the Call</td>
<td>Q3 2019</td>
</tr>
<tr>
<td><strong>Other important outputs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TEN-T ex-post evaluation (MOVE. B1)</strong></td>
<td>Evaluation report prepared by the Commission</td>
<td>Q3 2019</td>
</tr>
</tbody>
</table>
C. An innovative transport sector

In 2019, in line with the priorities of the European Commission with regards to jobs, growth and investment, the Energy Union and the Digital Single Market, DG MOVE will continue to support research and innovation to achieve a European transport system that is resource-efficient, climate- and environmentally-friendly, safe and seamless for the benefit of all citizens, the economy and society.

The key deliverable for 2019 is the selection of transport research and innovation projects for a total amount of approximately €218 million under the Horizon 2020 Work Programme 2018-2020. This will also lead to the achievement of the 2019 Milestone for Specific Objective 3, as set in the Strategic Plan 2016-2020. DG MOVE ensures the implementation of funding for research and innovation activities in the transport area under Horizon 2020 in cooperation with INEA.

**Relevant general objective(s): 1, 2 and 3 (see Strategic Plan 2016-2020)**

| Specific objective 3: "An innovative transport sector: Ensure the implementation of funding for research and innovation activities in the transport area under Horizon 2020." | Related to spending programme(s): Horizon 2020 |

**Main outputs in 2019:**

**Important items from work programmes/financing decisions/operational programmes**

For a complete listing of expenditure-related outputs please refer to the Programme Statements published together with the Draft Budget for 2019.

<table>
<thead>
<tr>
<th>Output</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Evaluation and award decisions to the transport projects selected under the Horizon 2020 Work Programme 2018-2020</td>
<td>Horizon 2020 grants, delegations, contributions signed for transport projects and programmes</td>
<td>Selection of projects in 2019 for a total amount of approximately EUR 218 million (by end 2019)</td>
</tr>
</tbody>
</table>

In 2019, DG MOVE will also work on the design of the last Horizon 2020 Transport Calls for the year 2020. Together with INEA, DG MOVE will launch and promote the 2020 calls for projects, covering a number of areas such as urban mobility, infrastructure, road safety and multimodal network/traffic management. Furthermore, DG MOVE will contribute to a number of ancillary activities in the frame of Horizon 2020, including the Fast Track to Innovation and the SME Instrument, as well as to the work on smart cities and the implementation of the European Local Energy Assistance (ELENA) facility.

DG MOVE will also manage certain Coordination and Support Actions (CSAs), which have direct and immediate impact on ongoing policy initiatives. In particular, projects NEWBITS and CAPITAL will contribute to the policy area of Intelligent Transport Systems, while projects BuyZET and Vital Nodes to Urban Mobility, and projects LEARN and SENSE to Logistics.
DG MOVE, together with DG RTD will continue to work on the refinement and implementation of the **Strategic Transport Research and Innovation Agenda (STRIA)**, which was originally published in 2017 as part of the "Europe on the Move" package, to ensure research matches the Commission's long term policy objectives. To support this process, together with the JRC, DG MOVE will further exploit the Transport Research and Innovation Monitoring and Innovation System (TRIMIS), a new Commission tool which was launched in 2017 on the Europa site: [https://trimis.ec.europa.eu/](https://trimis.ec.europa.eu/).

Moreover, as parent DG, DG MOVE will continue supporting important research and innovation partnerships such as SESAR and Shift2Rail, through the SESAR and the Shift2Rail Joint Undertakings, to which the Commission has delegated the management of Horizon 2020 funds.

In 2019 the focus of DG MOVE's work in relation to the Joint Undertaking for railway research Shift2Rail will consist on assessing the significance and effectiveness of demonstrations with prototypes of new technologies and supporting activities with lower Technology Readiness Level, based on new emerging concepts coming from the digital world, so as to pave the way for future research and innovation. Moreover, 2019 will be crucial for the development by DG MOVE of a legislative proposal on the next generation of the railway research and innovation programme in form of a European Partnership, as part of Horizon Europe. The new programme will reflect overall Commission policy objectives and priorities as well as ongoing trends, such as the digital transformation of the transport sector.

Key Performance Indicators will be stabilised to help ensure that the work of the Joint undertaking delivers the objectives set in the Shift2Rail Master Plan. Two examples of those tools would be measuring the reduction of system costs (long term objective by 2030 should be to achieve a 50% reduction of the life-cycle cost of the railway transport) or the improved services and customer quality (long term objective by 2030 should be to achieve a 50% increase in the reliability and punctuality of rail services).

**Research and innovation projects in transport** of approximately €140 million will be selected in 2019 under the **Horizon 2020 programme for SESAR**. These will contribute to the decarbonisation and digitalisation of aviation, as well as to the creation of jobs, growth and investment. DG MOVE will continue to work on the processes for the adoption of a revised Pilot Common Project. DG MOVE also expects to adopt an update of the SESAR deployment programme to include the potential modifications resulting from the Pilot Common Project review. In addition, DG MOVE will conduct an Impact Assessment for a possible third phase of the SESAR programme.

In relation to the **SESAR Joint Undertaking**, the second wave of industrial research projects implementing the SESAR 2020 work programme will be launched in the first quarter of 2019, after a careful selection of priorities during 2018. The SESAR Joint undertaking will also publish two other calls, focusing on low level exploratory research and on very large scale demonstrations in the first half of the year.

Moreover, an update of the European Air Traffic Management (ATM) Master Plan is also expected to be delivered in 2019, building on the ongoing airspace architecture study, and recommendations from ATM experts of the future of the Single European Sky.
update will focus on the contribution of SESAR to digitalisation in particular addressing drones and cybersecurity.

Finally, in 2019 DG MOVE will continue to work with other European Commission services, as well as with the Council and the European Parliament, for the adoption of the next Framework Programme Horizon Europe for the period 2021-2027, highlighting the need for further Research & Innovation in Transport.
PART 2. MAIN ORGANISATIONAL MANAGEMENT OUTPUTS FOR THE YEAR

A. Human resource management

In a context of staff reductions, DG MOVE will need to make major efforts in 2019 to ensure technical expertise in the priority areas and in other various transport sectors. In 2019/2020 DG MOVE is considering organising an AD competition of specialised transport profiles relating to the areas that DG MOVE needs to cover.

The HR Modernisation project, implemented according to the Communication on Synergies and Efficiencies of April 2016, will finalise its pilot phase by the end of 2018.

In 2018 DG MOVE continued the efforts and made substantial progress towards achieving the 2020 targets and indicators identified in the Strategic.

Specific percentages for female representation in middle management under Strategic Plan Indicator 1 have been adjusted, according to July 2017 Commission decision: introducing quantitative targets for 1st time female appointments per DG at middle management level to be met between by 01/11/2019.

DG MOVE has so far recruited 2 female Heads of Unit as 1st time appointments out of DG’s quota of 3 appointments. DG MOVE has been carefully assessing current and future management vacancies in the DG and has been active in opening the career path towards middle management and Deputy Head of Unit occupation by AD females. DG MOVE is periodically organising a specific training "Unlock your hidden potential" dedicated to non-management colleagues who consider the option of applying for a management position in the short, medium or long term. Female members will also continue to be part of all recruitment panels.

DG MOVE is also contributing to the overall 40% Commission target with 44.4% representation of female senior management and 40% representation of female middle management reached on 1 October 2018. With this, DG MOVE has already exceeded the Commission 2019 target of 40% and ranks also above Commission average of 35.0% for senior management female representation.

As regards well-being percentage under Strategic Plan Indicator 2, given the positioning (34%) slightly below the Commission average (35%) in the 2016 Staff Survey, in 2018 well-being activities were placed high on DG MOVE's agenda. The Action Plan developed in 2017 following the results of the 2016 Staff Survey, addressing well-being actions among other areas, has been implemented since September 2017. In December 2017 DG MOVE launched the well-being staff survey “Happier, Healthier workplace” in order to collect staff's views and expectations on a number of new well-being proposals. Of these, many have been implemented in 2018 while a number of other actions are under preparation. At the same time, existing well-being activities have continued to be organised (e.g. yoga, football, shoes-box campaign, free book exchange, volunteering offers). DG MOVE readily volunteered in corporate well-being pilot projects and has actively got involved in civic actions corporate sports activities and Mobility Week. DG MOVE is also promoting family friendly hours and consistent implementation of flexitime/telework schemes.
DG MOVE has also been active on staff engagement under Strategic Plan Indicator 3, building on previous positive experiences of ranking among the top scoring DGs as regards staff engagement (in 2016 staff survey DG MOVE scored 70% compared to Commission average 64%). Internal mobility of staff pursuing a change in their careers was also supported in DG MOVE. These actions, together with a rotation of a number of Deputy Heads of Unit in 2017 and 2018, and in addition to the rotation of a number of Heads of Unit foreseen for January 2019, have aimed at answering staff’s career expectations, increasing staff’s commitment to do quality work and contributing to clear understanding of what is expected at work (as indicated in the staff engagement index).

DG MOVE also volunteered in a job-shadowing pilot launched by DG HR for specific AST job profiles. The Action Plan developed in 2017 has also brought forward actions and principles aimed at strengthening staff engagement in DG MOVE, amongst which: two new-comers welcome sessions counting around 100 staff have been organised in 2018, 12 team-events per Unit & Directorate have taken place, trainings for development needs have been encouraged, two-way communication has improved, talented staff are being empowered and low performance is being tackled. DG MOVE has also supported and introduced a coaching initiative with an in-house accredited coach to offer staff the opportunity to develop their skills and reach their professional goals. The 2018 annual DG Away Day improved its concept by directly involving staff in organising the content of the event and symbolically offering MOVE awards in recognition of staff’s merits along the year (e.g. best Commission Communication or legal proposal, best lunchtime conference, best complex briefing, etc.).

The awareness raising of DG MOVE’s Action Plan (aiming to positively impact all three strategic plan indicators) has been actively fostered: published in the Internal Newsletter, included in the Director-General’s video message to staff, continuously displayed on the DG’s TV screen at the entrance of the building.

The actions grouped under the three indicators above and the 2019 specific outputs presented below are expected to bring DG MOVE closer to the 2020 targets, as much as they are expected to positively feed into the Commission forthcoming Staff Surveys. DG MOVE has already started promoting the 2018 Staff Survey by Director-General’s awareness-raising via video message to staff (October 2018), announcement delivered in a management meeting (October 2018), as well as by internal communication actions (Internal Newsletter, Intranet) that are planned to be launched once the Survey is released and by involving Directors to raise awareness and engage with staff.

**Objective:** The DG deploys effectively its resources in support of the delivery of the Commission priorities and core business, has a competent and engaged workforce, which is driven by an effective and gender-balanced management and which can deploy its full potential within supportive and healthy working conditions.

**Main outputs in 2019:**

<table>
<thead>
<tr>
<th>Output</th>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation of local and corporate talent management</td>
<td>Gradual implementation of (staff survey) Action Plan that DG MOVE developed in 2017. The new 2018 Staff</td>
<td>Progress measured annually (beginning of 2019)</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action Plan</td>
<td>Timeline</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Identify potential &amp; develop professional skills</td>
<td>Continuing implementing the Action Plan and in-house coaching initiative with accredited internal coach to offer targeted staff the opportunity to develop their skills and reach their professional goals.</td>
<td>By December 2019</td>
</tr>
<tr>
<td>Attract specialised profiles and competences</td>
<td>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.</td>
<td>Along 2019-2020</td>
</tr>
<tr>
<td>Application of good practices in the recruitment process: gender-neutral vacancy notices, female members in panels; relevant statistics to senior management.</td>
<td>Percentage of panels including female members Statistics on female representation provided to the DG; identifying possibilities and talented female ADs to increase female 1st time appointments on middle management posts.</td>
<td>100% Quarterly and when HoU positions become vacant</td>
</tr>
<tr>
<td>Extended offer of health &amp; well-being local actions and volunteering activities.</td>
<td>Continuing to implement actions suggested in the local Staff Survey on health and well-being actions. Intranet being continuously updated with new volunteering offers.</td>
<td>by December 2019</td>
</tr>
<tr>
<td>Sessions on raising awareness on well-being at work and/or on specific well-being topics.</td>
<td>Lunchtime conferences Organisation of trainings: &quot;HR pills&quot; (e.g. prevention of psychosocial risks in the workplace)</td>
<td>At least 5 by December 2019 1 session by December 2019</td>
</tr>
<tr>
<td>Measuring progress on the implementation of engagement actions.</td>
<td>Following indicative guidelines provided in the Action Plan (team events, two-way communication, etc.).</td>
<td>Progress measured annually (beginning of 2019)</td>
</tr>
<tr>
<td>New-comers</td>
<td>Continue the bi-annual new-comers welcoming and consolidate new-comers' package by adding other actions dedicated to new-comers.</td>
<td>By December 2019</td>
</tr>
<tr>
<td>Lunchtime conference on Ethics</td>
<td>Number of events – planning joint session DG MOVE &amp; DG ENER to be delivered by DG HR Ethics &amp; IDOC</td>
<td>1 by July 2019</td>
</tr>
</tbody>
</table>
B. Financial management: Internal control and Risk management

The overall objective for 2019 remains to plan, implement, monitor and report on the spending of financial resources in compliance with the sound financial management principle and to ensure that the control procedures put in place provide the necessary guarantees concerning the legality and regularity of the underlying transactions, including prevention, detection, correction and follow-up of fraud and irregularities.

In 2019, DG MOVE is going to finalise the second assessment of internal controls against the 2017 framework. The assessment will be based on the Internal Control Baselines adopted in December 2017 while taking into account, where necessary, other sources of information, such as audit observations, and other measurements, such as interviews of key staff members.

In line with the control objectives outlined in the Strategic Plan 2016-2020, DG MOVE intends to deliver in 2019 the outputs described below.

| Objective 1: Effective and reliable internal control system giving the necessary guarantees concerning the legality and the regularity of the underlying transactions. |
|---|---|---|
| Output | Indicator | Target |
| Annual Activity Report: Legality and regularity of the underlying transactions in the DG | 1) Estimated Residual Error Rate for grants | 1) Between 2 and 5%\(^\text{13}\) |
| | 2) Assurance received from the entrusted entities (INEA, SESAR\(^\text{11}\), S2R\(^\text{12}\)) | 2) Positive Assurance received from 100% of the entrusted entities |
| Annual Activity Report: Estimated amount at risk\(^\text{14}\): | Estimated overall amount at risk for the year as a percentage of the entire budget under the DGs responsibility | As low as possible, in any case below 2% |

\(^{11}\) SESAR Joint Undertaking has a separate discharge procedure from the Commission.
\(^{12}\) S2R Joint Undertaking has a separate discharge procedure from the Commission.
\(^{13}\) Overall, based on the prior years' results and the complexity of the FP7 rules, the residual error rate may be expected to remain around 3% over the course of the programme.
\(^{14}\) Amount at Risk: Value associated with the part of the expenditure deemed not to be in conformity with the applicable regulatory and contractual requirements after application of controls intended to mitigate compliance risks.
In 2019, DG MOVE will give more focus on the timely implementation of the recommendations issued by the Court of Auditors and the Internal Audit Service. This will be implemented through a regular follow-up of all outstanding and overdue recommendations.

In order to further improve staff awareness and engagement in internal controls, DG MOVE intends to continue with its communication campaign towards staff and middle management, in particular DG MOVE will organise a workshop for Heads of Unit focusing on the practical and day-to-day aspects of internal control and risk management.

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

<table>
<thead>
<tr>
<th>Main outputs in 2019:</th>
<th>Indicator Description</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive overall conclusion on the relationship between cost of controls and their effectiveness.</td>
<td>Conclusion reached on cost effectiveness of controls <em>in accordance with the revised DG BUDG guidance of September 2018</em></td>
<td>Positive overall conclusion</td>
</tr>
<tr>
<td>Timely execution of payments</td>
<td>Percentage of payments made within the legal deadline</td>
<td>&gt;=95%</td>
</tr>
<tr>
<td>Budget execution (commitments)</td>
<td>% of budget execution (commitments) with respect to budget appropriations</td>
<td>&gt;=95%</td>
</tr>
<tr>
<td>Budget execution (payments)</td>
<td>% of budget execution (payments) with respect to budget appropriations</td>
<td>&gt;=95%</td>
</tr>
<tr>
<td>Risk-differentiated and cost-effective internal control systems</td>
<td>Review status of the control systems to differentiate the frequency and/or the intensity of the DG’s controls</td>
<td>90% of control systems reviewed</td>
</tr>
<tr>
<td>Increased level of awareness as regard internal control and risk management</td>
<td>% of staff covered by the awareness campaign</td>
<td>&gt;90%</td>
</tr>
<tr>
<td>Open recommendations from European Court of Auditors (ECA) and Internal Audit Service (IAS)</td>
<td>Number of recommendations overdue for more than 6 months (IAS recommendations) or 12 months (ECA recommendations)</td>
<td>Less than 10% overdue</td>
</tr>
</tbody>
</table>

15 The indicators related to time-to-inform and time-to-grant for DG MOVE are not key as the amount of new grants is immaterial.
Completion of the 2019 audit work plan in view of providing reasonable assurance

Launch of the ex-post audit work plan

>95% completion of the 2018 audit targets and launch of >95% of the 2019 audit targets by December 2019

Solid and effective oversight of the Decentralised Agencies\textsuperscript{16} and Joint Undertakings (JU)\textsuperscript{17} 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

DG MOVE is committed to update its anti-fraud strategy in every 2 to 3 years and is to revise it by end 2019. Throughout 2019, in line with its anti-fraud strategy\textsuperscript{18}, DG MOVE will continue its awareness raising activities with increased ex-post audits frequency and other anti-fraud activities such as oversight of and cooperation with the entrusted entities, participation in the Commission’s anti-fraud networks (FDPnet, FAIR for the research family DGs), fraud risk assessment.

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

**Main outputs in 2019:**

<table>
<thead>
<tr>
<th>Output</th>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation of the anti-fraud strategy as planned for 2019</td>
<td>% of implementation of actions planned for 2019 in the anti-fraud strategy</td>
<td>100%</td>
</tr>
<tr>
<td>Update antifraud strategy</td>
<td>Revision of the Antifraud Strategy, in accordance with OLAF guidance and based on the performance of a fraud risk assessment\textsuperscript{19}</td>
<td>&lt;31/12/2019</td>
</tr>
<tr>
<td>Reporting to Management</td>
<td>Number of reports on the implementation of the anti-fraud strategy</td>
<td>At least twice a year</td>
</tr>
</tbody>
</table>

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\textsuperscript{16} European Aviation Safety Agency (EASA), European Maritime Safety Agency (EMSA) and European Union Agency for Railways (ERA).

\textsuperscript{17} SESAR JU and S2R JU.

\textsuperscript{18} Valid for the years 2018-2019.

\textsuperscript{19} This update will take into account the revised CAFS to be issued by OLAF.
C. Better Regulation

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

D. Information management aspects

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

The strategy states that data and information are to be considered as strategic assets by DGs and should be complete, reliable, relevant and easy to retrieve (Strategic Plan Indicator 1). DG MOVE will strengthen its efforts in 2019 and the target of registered documents that are not filed will be decreased below 2% to reach the target of 1% by 2020. To reach this target, the regular monitoring carried out by the CAD (Centre d’Administration des Documents) throughout the year will be strengthened.

The strategy also establishes that data, information and knowledge should be shared as widely as possible within the Commission (Strategic Plan Indicators 2 and 3). This should be done unless there are legal requirements or clear justifications for access to be restricted, in which case those restrictions should be enforced rigorously and uniformly.

In 2019, a number of actions will be undertaken in line with this strategy, such as:

- After the establishment of the files accessibility policy, DG MOVE will implement it for all files created as from 01/01/2019.
- The "Elimination of incoming paper policy", according to which eligible incoming paper mail is destroyed after 6 months, has contributed to reduce paper storage. An extension of the scope of this policy is foreseen during the first semester of the year. The new procedures will focus on financial mail due to its big impact on paper circulation and storage. These actions will be complemented by new guidelines for a better use of the e-Signatory that should increase the efficiency of electronic workflows.
- To ensure an adequate level of security and quality of files, the CAD will reinforce the review of files during the annual closure exercise. Any file containing paper will be transferred to the central intermediate archives according to their preservation requirements.

The E-Domec correspondents’ network has been consolidated during the last years and DG MOVE will continue holding workshops and meetings during 2019. To go further, a more collaborative and participatory approach is to be used.

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

<table>
<thead>
<tr>
<th>Main outputs in 2019:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output</td>
</tr>
</tbody>
</table>
Documents are retrievable in ARES and properly filed - staff has easier access to information

Percentage of registered documents that are not filed

Below 2%

Increased efficiency of electronic workflows, reduced paper storage and improved physical security of information

% of implementation of actions planned for 2019 in the SRD\textsuperscript{20} planning

100%

Consolidation of the E-Domec correspondents network

Number of workshops/meetings with the correspondents network

At least two specific workshops to be carried out in 2019

\textbf{E. External communication activities}

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

All major communication activities are directly linked to the political priorities of the Juncker Commission, namely new boost for jobs, growth and investment, a connected digital single market, a resilient energy union with a forward-looking climate change policy, a deeper and fairer internal market, and a stronger global actor and to the key deliverables of DG MOVE in 2019. A comprehensive list can be found in DG COMM's Sharepoint platform.

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

\textbf{Main outputs in 2019:}

<table>
<thead>
<tr>
<th>Output</th>
<th>Indicator</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct reach of communication actions via Twitter</td>
<td>Number of followers and monthly impressions</td>
<td>39,000 followers on Twitter (increase of 5% compared to 2018) and 500K impressions (monthly)</td>
</tr>
<tr>
<td>Direct reach of communication actions via external newsletter</td>
<td>Number of issues and recipients/readers</td>
<td>12 issues and 6000 recipients (maintaining the level of 2018)</td>
</tr>
<tr>
<td>Communication of annual road safety statistics</td>
<td>Number of press clippings</td>
<td>50 (maintaining the level of 2018)</td>
</tr>
</tbody>
</table>

\textsuperscript{20} Shared Resource Directorate.
European Mobility Week public awareness campaign

Number of cities participating and number of press clippings

2,500 and 600 press clippings (maintaining the level of previous editions)

A "digital" passenger rights campaign

Number of downloads of passenger rights app and Eurobarometer on the awareness of passenger rights.

250,000 (increase of 5% compared to 2018) downloads and the general increase of the awareness of the passenger rights compared to the previous Eurobarometer

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

The European Mobility Week, taking place every September, has a strong focus on decarbonisation and investment – the key priorities for DG MOVE and European Commission more generally. Since an impressive number of cities participated in 2018, we strive to maintain the level of participation in 2019.

A "digital" passenger rights campaign will continue in 2019, focusing on on-line communication tools (Facebook, Twitter, YouTube, etc.). Following recent updates to the legislation, the campaign fulfils our obligation to inform passengers about their rights. As the main call to action of the campaign is to download the app, we expect a further increase in downloads.

### Annual communication spending:

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>EUR 515 000 + an additional sum of EUR 1 434 540 for Communication campaigns</td>
<td>EUR 555 000 + an additional sum of one million EUR for Communication campaigns</td>
</tr>
</tbody>
</table>

### F. Example(s) of initiatives to improve economy and efficiency of financial and non-financial activities of the DG

In the Management Plan DGs also provide examples of initiatives they plan to undertake or are in the process of implementing to improve efficiency and/or economy of their operations. The following are examples of initiatives DG MOVE plans to launch in 2019.

The revised European Union Aviation Safety Agency Regulation fosters efficiency whereby the Commission, the Agency and the Member States cooperate within a single aviation safety system. The Regulation allows a reallocation of responsibility upon request of a Member State to either the Agency or another Member State; similarly, an organisation operating in more than one Member State (such as an airline or a group of airlines with principal place of business in more Member States) can request the Agency to take over
certification, oversight and enforcement responsibilities. The potential efficiency gains by a reallocation of responsibility to the Agency will depend on the type and number of organisations and persons that will be covered by the transfer and on the specific working arrangements detailing the exact responsibilities to be transferred to the Agency. It will therefore only be possible to assess the actual efficiency gains on a case-by-case basis at a later stage.

In an attempt to reduce as much as possible the spending on missions and reimbursement of travel/accommodation costs for Candidates for vacant posts, the use of Video-Conferences using the MOVIE-JABBER tool will be further deployed as it has already proven useful for example for certain meetings with EMSA and IMO. It is expected that up to a third of applicants could be interviewed by Video-Conference in 2019 thus contributing to corresponding savings in travel and accommodation costs.