



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Management Plan 2014

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1. MISSION STATEMENT

Under the political guidance of Commission Vice-President Siim Kallas, the Directorate-General for Mobility and Transport is in charge of developing transport policies for the European Union. Its remit is to ensure efficient mobility within a single European transport area, to serve Europe's citizens and economy while promoting environmental policy and competitiveness.

In Europe, we rely on efficient transport networks for the economy to stay competitive and for the internal market to function smoothly. Transport, as the heart of the supply chain, is a primary creator of jobs and essential for generating and accelerating growth. Affordable, accessible, reliable, safe and secure networks are needed to achieve these goals. In transport, a fully integrated single market and more efficient networks that allow easy switching between different modes, would bring huge benefits to citizens and companies, including in urban areas. Economic recovery also depends largely on trade with non-EU countries with growing economies, for which efficient and competitive transport and logistics links are an essential requirement.

The Directorate-General for Mobility and Transport strives to fulfil its mission by:

- contributing towards the completion of the European internal market: ensuring the seamless integration of all modes of transport into a single competitive transport system capable of providing better services for citizens and companies at affordable cost, while safeguarding safety and security and improving the rights of passengers.
- projecting the EU's mobility and transport objectives and defending EU political and industrial interests on the world stage, within international organisations and with strategic partners.
- facilitating the construction of the EU's core trans-European infrastructure network as the backbone of a multi-modal sustainable transport system that can provide fast, affordable and reliable transport solutions to serve Europe's transcontinental corridors as well as the needs of its urban centres.
- developing an agenda for innovation: promoting the development and roll-out of a new generation of sustainable transport technologies particularly for integrated traffic management systems and low-carbon vehicles.

DG Mobility and Transport aims to ensure that this policy is designed and implemented for the benefit of all sectors of society, business and citizens. It therefore works in close cooperation with EU citizens and stakeholders, particularly with industry and social partners.

The DG carries out its tasks in many different ways. It develops strategic policies for the transport sector; it monitors the implementation of existing EU law and makes new legislative proposals; it encourages the exchange of best practices. Its work is accompanied by a range of activities, such as financial support programmes and also

research and innovation projects under Horizon 2020 to co-finance infrastructure in the TEN-T/CEF. The DG promotes policies internationally and provides information to the public as well as to stakeholders. The spending programmes will be managed by the Innovation and Networks Executive Agency (INEA)¹.

DG Mobility and Transport is assisted in this work by the expert input from several European Agencies and a Joint Undertaking, which it oversees: the European Aviation Safety Agency (EASA), the European Maritime Safety Agency (EMSA), the European Railway Agency (ERA), Innovation and Networks Executive Agency (INEA), and the SESAR (Single European Sky ATM Research) Joint Undertaking. DG MOVE has also built a strong partnership with EUROCONTROL. A new Joint Undertaking, Shift2Rail should be set up in 2014.

DG Mobility and Transport has a total of 427 staff in Brussels and shares administrative support services with DG Energy. For 2014, it will manage a budget of about €2.87 billion, mostly for co-financing European transport network infrastructure (CEF) and transport research (Horizon 2020).

¹ Former Trans-European Transport Network Executive Agency (TEN-T EA)

2. THIS YEAR'S CHALLENGES

Following a year very active in tabling policy initiatives, in 2014 DG MOVE will concentrate on **implementation of the legislation in order to make sure that the 2014-2020 programmes (CEF and Horizon 2020) get off to a good start.** The new CEF/TEN-T legislation in particular provides the basis for a **new European transport infrastructure policy** that closes bottlenecks, builds missing links, connects east and west and concentrates EU funding on 9 strategic trans-European corridors. This will include the strengthening and enlarging of the new executive agency INEA.

In 2014 DG MOVE will also launch the first actions under the specific objective **'Smart, green and integrated transport' of Horizon 2020** to support research and innovation projects for 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 – keeping in sight the objective to cut carbon emissions in transport by 60% by 2050.

Furthermore DG MOVE will focus **on achieving progress on the pending legislative proposals** (such as the 4th rail package, Clean Power for transport, SES2+ and ports policy). The completion of a Single European Transport Area will allow to **"connect to compete"**, that is to create conditions for growth, and to meet challenges such as globalisation climate change. The EU needs to remove obstacles, whether they are regulatory or administrative barriers, domestic or international, or missing links in infrastructure.

Since the publication of the White Paper on the Future of Transport in March 2011², the Commission has already adopted initiatives on more than half of the 40 action points. Three quarters of the programme are likely to be covered by the end of the present Commission.

More needs to be done to optimise the competitive framework, provide good conditions and a **low administrative burden** for companies to prosper, with optimised logistics for freight, seamless cooperation among transport modes, good services for travellers and customers, as well as quality jobs with attractive working conditions. As part of the **REFIT** exercise DG MOVE will propose to repeal legal texts on "Clean vehicles" and "retrofitting of mirrors", as well as undertake refit evaluations on "combined transport", "tunnel safety" and "passenger ship safety". Work continues to simplify the existing legal framework for road haulage transport and reduce administrative burden for intra-EU shipping (Blue Belt).

DG MOVE will work towards the development of a fair and efficient pricing system that ensures that market competition takes place in a level playing field, that resources are obtained for the construction and maintenance of infrastructure and that external costs are internalised.

² White Paper "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" (COM(2011) 144 final of 28.03.2011).

Furthermore, in 2014 the Commission will continue to examine how to **strengthen the EU's position in international fora** (IMO, ICAO and OTIF). In the field of road transport the Commission will aim initiating the process towards the first EU bilateral agreements with third countries for this mode of transport. The Commission will also continue building strong cooperation links with key countries and regions in the area of transport cooperation.

For information on all our policies and more, please visit our website:
http://ec.europa.eu/dgs/transport/index_en.htm.

Matthias Ruete
Director-General

3. GENERAL OBJECTIVES OF THE POLICY

DG MOVE policies aim to provide European citizens and businesses with competitive, sustainable, secure and safe transport services. The transport sector is a key element of the Europe 2020 strategy. Adequate infrastructure, intelligent transport systems, measures to improve the environmental performance of the transport sector and the promotion of new technologies, inter alia through increased research, developments and demonstration, are important instruments to this effect. These policies therefore contribute to the 2020 Strategy, in particular for reaching the 20/20/20 targets for GHG emissions, renewable energy and energy efficiency and the targets of 3% of GDP in R&D.

DG MOVE breaks down these overall objectives into four different "general objectives". One general objective is linked to the completion of a competitive Single European Transport Area, two general objectives are linked to the implementation of the Connecting Europe Facility and the last general objective is linked to research and innovation activities in the transport area under Horizon 2020. In turn each of the "general objectives" is broken down into a number of more "specific objectives".

Completion of a competitive Single European Transport Area

General objectives:

- General objective 1: To provide citizens and businesses with a framework for efficient and high quality transport services, extend the single transport area to neighbouring countries and ensure open and fair competition in relations with key partners

Specific objectives:

- Specific objective 1: To make the European transport market more competitive, including in the global transport business
- Specific objective 2: To promote safe and secure transport
- Specific objective 3: To promote quality transport services and fair working conditions
- Specific objective 4: To promote multi-modality and modal shift

Connecting Europe Facility (CEF)

General objective:

- General objective 2: to contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European networks.

- General objective 3: to enable the Union to achieve its sustainable development targets, including a minimum 20 % reduction of greenhouse gas emissions compared to 1990 levels and a 20 % increase in energy efficiency, and raising the share of renewable energy to 20 % by 2020.

Specific objectives:

- Specific objective 5: to enable more performing transport infrastructure by removing bottlenecks, enhancing rail interoperability, bridging missing links and improving cross-border sections.
- Specific objective 6: to ensure sustainable and efficient transport systems in the long run
- Specific objective 7: to optimise the integration and interconnection of transport modes and enhancing the interoperability of transport services
- Specific objective 8: to create an environment more conducive to private and public investments

Research and innovation activities in the transport area under Horizon 2020

General objective:

- General objective 4: To promote innovation and research in Transport

Specific objectives:

- Specific objective 9: To promote innovation for resource efficient transport that respects the environment
- Specific objective 10: To innovate towards better mobility, with more safety and security and less congestion,

DG MOVE measures progress towards these objectives using 5 "key performance indicators".

5 Key performance indicators for DG MOVE

1 - A competitive Single European Transport Area

Labour productivity of transport sector (gross value added/total employment)

2 - Infrastructure

Volume of private, public or public-private partnership investment in projects of common interest

3 - Innovation and sustainable and low-carbon transport

GHG emissions from transport excluding maritime international bunkers

4 - Safe and secure transport

Transport fatalities, as illustrated for Road Transport

5 - Indicator linked to the internal control objectives

Payments made by contractual deadline (%)

The 5 key performance indicators (KPIs) have been selected among the indicators presented under each general and/or specific objective below.

It is important to note that the implementation of the Management Plan (and in particular achieving objectives and seeing improvements in the indicators³) does not only depend on the Commission. It is for the European Parliament and Council to decide on the Commission's proposals and then primarily for the Member States to implement them. In addition, there are often measures that will contribute to the actions that are outside the scope of EU competence. In particular obtaining authorisations to negotiate depends on Council decisions and the success of negotiations with international partners depends on the willingness of both sides to achieve compromise solutions. Finally, external factors, such as energy price fluctuations or the general economic situation, can have a significant influence.

³ Targets for indicators have generally been set on the basis of objectives in the Europe 2020 strategy, the White Paper of March 2011, relevant legal bases and results previously achieved.

DG MOVE General Objectives and Impact Indicators

General objective 1: To provide citizens and businesses with a framework for efficient and high quality transport services, extend the single transport area to neighbouring countries and ensure open and fair competition in relations with key partners				
<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending				
Impact indicator	Baseline (year)	Milestone		Target
KPI: Labour productivity of the transport sector (Gross value added divided by total employment, Source: Eurostat) (A3)	48470 €/per person employed (2010) (EU 28)			Annual increase
KPI: Number of fatalities in road transport accidents (Source: CARE) (C4)	31500 (2010) (EU28)	Halving road casualties by 2020: Max 15750 (EU 28) by 2020 ⁴		By 2050, move close to zero fatalities in road transport
Satisfaction with airline/ railway / local transport services (Source: Market Performance Indicators SANCO) (A3)	Airline services: 77.7 Railway services: 70.8 Urban transport: 76.2 (2010)			Fully satisfied European consumers of transport services by 2020 (as close as possible to 100)

General objective 2: to contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European transport networks (linked to CEF)				
<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending				
Impact indicator	Baseline (year)	Milestone		Target
KPI: Volume of private, public or public-private partnership investment in projects of common interest (Source: TENTtec) (B1/B4)	0 in 2013	By 2017, EUR 280 billion of investments realised on the entire TEN-T network, of which EUR 140 billion on the core network		By 2022, EUR 500 billion of investments realised on the entire TEN-T network, of which EUR 250 billion on the core network (target date set to 2022 due to n+2 rule)

⁴ New strategic guidelines for road safety (2011-2020) have set up a new target for the decade, i.e. 50% of reduction of road fatalities by 2020.

General objective 3: to enable the Union to achieve its sustainable development targets, including a minimum 20 % reduction of greenhouse gas emissions compared to 1990 levels and a 20 % increase in energy efficiency, and raising the share of renewable energy to 20 % by 2020 (linked to CEF).				<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending
Impact indicator	Baseline (year)	Milestone		Target
KPI: GHG emissions from transport (excluding maritime international bunkers but including international aviation) (source: EEA) (A3)	848.586 million tonnes CO2 eq. (1990) 1.109.629 million tonnes CO2 eq. (2008) (EU28)	884 Mt of CO2 eq (level in 2030) (20% reduction by 2030 compared to 2008)		338 Mt of CO2 eq (level in 2050) (60% reduction by 2050 compared to 1990)
Increase in energy efficiency in transport (MOVE.B and A3)*				
Share of renewable energy in transport ⁵ (Measurement unit: %; Source: Eurostat) (A3)	4.8 % (2010, EU27)			10% by 2020

Note: (*) Data not yet available as methodology still has to be developed. Figures will not be ready within the first two years of implementation of CEF.

General objective 4: To promote innovation and research in Transport (linked to Horizon 2020)				<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending
Impact indicator	Baseline (year)	Milestone		Target
R&D expenditure for transport as share of total GDP (Source: Eurostat) (A3)	2.819 ‰ (2010) (Based on available data sample of 16 EU MS, to be widened in the next years)			3.0 ‰ (2020), and rising further

⁵ This indicator is defined according to the Renewable Energy Directive 2009/28/EC.

4. SPECIFIC OBJECTIVES FOR OPERATIONAL ACTIVITIES POLICY

The work of the DG is organised according to two operational and one horizontal activity, also called "Activity-Based Budgeting" (ABB) activities.

The special objectives for each of the two operational ABB activities are set out in more detail in subsequent sections, i.e. 4.1. European Transport Policy, which includes under 4.1.1. Transport infrastructure policy financed under the Connecting Europe Facility (CEF), and 4.2 Research and innovation related to transport under the framework programme Horizon 2020. For each specific objective, "result" indicators measuring progress towards achieving the objectives are presented.

Along with the ABB activities and indicators, information on the most significant policy-related (i.e. the policy proposals, documents and decisions adopted) and expenditure-related outputs planned for 2014 is also given.

4.1. European Transport Policy

Transport has been driving European integration for more than 50 years. Persons and goods now travel more freely than ever before with the removal of borders between Member States. The 2011 Transport White Paper on the Future of Transport presents proposals for transforming the European transport system into a competitive system that will further improve mobility and continue to support growth and employment. Transport and logistics chains do not stop at the EU's external borders and thus it is essential to take a global approach on standards, rules and practices. This is also at centre of the Commission's efforts to fight climate change.

The EU has put in place a comprehensive legislative framework to ensure competitive, reliable, affordable and safe transport for passengers and goods in Europe and to protect passengers' rights in all modes of transport. In addition, the Commission worked to develop common rules and standards for security, including an inspection system, and reinforced international cooperation so as to ensure high quality and a level-playing field beyond the EU.

The challenge is to keep and make the EU's transport system both sustainable and globally competitive, tackling climate change and contributing to economic growth. Therefore the EU's transport policy is striving both to promote the economic development of the transport sector, source of industrial projects and jobs, while improving its environmental performance. Developing the conditions for access to neighbouring and emerging markets and for open and fair competition in international transport markets is also essential.

The work of the three European Agencies⁶ that work on safety is also covered by this ABB activity. Their work contributes to harmonising technical rules and safety and checking their implementation.

⁶ The European Maritime Safety Agency, the European Aviation Safety Agency and the European Railways Agency.

ABB activity: European transport policy					
Financial resources (€ in commitment appropriations)			Human resources		
Operational expenditure	Administrative expenditure (managed by the service)	Total	Establishment plan posts	Estimates of external personnel (in FTEs)	Total
2,582,441,731	15,155,497	2,597,597,228	265	72	337 ⁷

Note: Resources presented in the table include the activities under 4.1.1. Infrastructure policy – CEF Transport.

Relevant general objective(s): General objective 1				
Specific objective 1: To make the internal transport market more competitive, including in the global transport business			<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending	
Result indicator	Baseline (year)	Milestone	Target	
Share of rail freight market held by new entrants (cumulative) (measurement unit: market share (%) tonnes/km; Source: Rail Market Monitoring Scheme Report) (MOVE.B2)	10% in 2004			More than 27% by 2015 (27% reached by 2012) (Target set by DG MOVE based on results obtained in 2012)
Number of harmonised administrative single windows for maritime transport in the 23 Member States with seaports (source: Member States expert group) (MOVE.D1)	0 in 2013 (Implementation will only be done starting from 1/6/2015)			<u>23 Member States by 2015</u>
Performance of the core TEN-T ports (labour productivity, quality, modal share of hinterland) (MOVE.B3)	Baseline to be defined by the project PORTOPIA, March 2014			By 2030 Modal share: 30% by rail or IWT Productivity and quality equivalent the one of the ports of the Northern range
Number of rail freight corridors with a single management structure (MOVE.B2)	6 rail freight corridors operational by November 2013			9 corridors in total by 2015
Air navigation service determined unit rate (DUR) per service unit in € as set out in SES 2 (MOVE.E2)	58,47 (2012)			31/12/2014: 53,92 ⁸
Share of cabotage and	9% (2012)	2015: 10.5%		13% by 2020

⁷ Data retrieved from the STD_MP_Annex report, available in InfoView, with 01/01/2014 as reference date.

⁸ EU wide performance targets for the period 2012-2014 were agreed by the EC as part of the SES performance scheme: 31/12/2012: 57,88 and 31/12/2013 : 55,87.

cross-trade in all transport operations of EU hauliers (source: Eurostat)(MOVE.D3)				(target: +0.5% points per year; reflecting evolution over last couple of years)
Transposition rate (%) (source: MOVE.A5 monitoring)	81.25% (01/2014)			100% of Directives to be transposed in 2014
Comprehensive aviation agreements with neighbouring countries (MOVE.E1)	Number of agreements signed end 2013: 6 (Western Balkan countries, Morocco, Jordan, Georgia, Moldova, Israel)			12 agreements signed in total by end 2020.

Main outputs in 2014

Description	Indicator	Target
Reporting on progress achieved by EU Recognized Organizations in harmonising rules and procedures and mutual recognition of certificates for materials equipment and components implementation in shipping (according to article 10.2 of Regulation (EC) 391/2009). (MOVE.D)	Report to the European Parliament and Council	4 th quarter 2014
Review of EU rules concerning access to the EU road haulage market and access to the occupation (likely roll-over from 2013) (MOVE.D3)	Adoption of a Commission proposal	4th quarter 2014
Mandate to start negotiations for a road transport agreement between EU and third countries (roll-over from 2013) (MOVE.D3)	Finalisation of the economic impact study COM proposal for a mandate	July 2014 4 th quarter 2014
Communication on reduction of noise generated by railway freight wagons in use in the EU (Rail freight noise reduction) (MOVE.B2)	Adoption of the Communication	4 th quarter 2014
Harmonised computerised information and reservation system for rail transport (CIRSRT) (MOVE.B2)	Establishment of the new TAP TSI governance structure	4 th quarter 2014
Completing the Single European Rail Area (MOVE.B2)	State of negotiation with EP and Council of the 4 th Railway Package	Possible adoption of the technical pillar in 2014. Adoption of the rest expected in 2015.
Council and EP negotiation of proposal for Regulation amending Council Regulation (EC) No 718/1999. The purpose is to facilitate the use of the inland waterway reserve fund (MOVE.B3)	Negotiation in Council and EP	Adoption end of 2014
Establishment of market observation services for inland waterway transport (MOVE.B)	Availability of new market observation services	October 2014: publication of new services
Discussions with the inland navigation sector to identify measures to address the economic difficulties (MOVE.B)	Number of suitable measures identified	Two measures identified
Revision of technical requirements for inland waterway vessels to check that the right balance between safety risk and compliance cost has been struck, including adaptation of transitional periods (MOVE.B)	Number of technical requirements reviewed (implementing rules under Directive 2006/87/EC)	At least three technical requirements reviewed and adoption of Commission Directives where appropriate
Negotiation of legislative proposal for market access to port services and transparency in accounting (MOVE.B)	State of negotiation in Council and EP	EP 1st reading in March Council political agreement in June
Control of the application of the Treaty rules on the freedom of establishment and non-discrimination in the port sector (MOVE.B3)	Closure of half of the current infringement and opening of new ones if necessary	
Development of a port observatory (supported among others by the FP7 project PORTOPIA) (MOVE.B3)	Organisation of an event and publication of two reports: one providing port infrastructure need assessment and one estimating key port performance indicators to be used to monitor the port policy (such as labour productivity, quality of service, modal share)	Mid 2014 and end of 2014.
Council and EP negotiations of proposal for Directive repealing Directive 2006/87/EC on technical requirements for inland waterway	State of negotiation in Council and EP	General approach June 2014

vessels (MOVE.B3)		
e-freight communication (MOVE.D1)	Communication	1 st half 2014
Logistics strategy (MOVE.D.1)	Strategy paper	1 st half 2014
Study results on logistics studies (4 lots) (Lot 1 Analysis of the EU logistics sector, Lot 2 Analysis of the EU combined transport, Lot 3 Introduction of a standardised carbon footprint methodology, lot 4 Ex-ante analysis of the follow-up of the Marco Polo programme in the Multi-annual Financial Framework 2014-2020) (MOVE.D1)	Final reports, including input for - the logistics strategy paper, - the REFIT evaluation exercise and the possible revision of Directive 92/106/EEC on combined transport, - the harmonisation of carbon footprint measurement, and - the definition of the follow-up of the Marco Polo programme in the TEN-T / CEF context.	Between March and August 2014
REFIT evaluation for Combined Transport Directive (92/106/EEC) (MOVE.D1)	Evaluation report	December 2014
Commission Initiative to establish a common framework for granting PEC's (MOVE.D1)	Presentation of Commission initiative	November 2014
Study results on LNG study (4 lots) (Lot1, Analysis and evaluation of identified gaps and of the remaining aspects for completing an EU-wide framework for marine LNG distribution, bunkering and use. - Lot 2: Creating awareness on LNG risks and opportunities. - Lot 3: Analysis of the LNG market development in the EU. -Lot 4: Explore financing opportunities, assess and develop financial mechanisms beyond the EU financial) (MOVE.D1)	Progress report autumn 2014	Final report including a communication concept and policy proposals to complete the framework for LNG for shipping
New performance schemes (MOVE.E)	Commission decision setting EU wide performance targets Commission decision adopting performance plans	June 2014 December 2014
Further development of SES2+ initiative (MOVE.E)	First reading in EP	First quarter 2014
Transport Community Treaty (MOVE.E)		Signature by end 2014
Air transport agreements with neighbouring countries and key partners(MOVE.E)	Finalise agreements with 2-3 countries	By end 2014
Bilateral transport dialogues in all sectors (MOVE.E)	Participate in High level dialogues with strategic partners	China, Japan and Singapore
Revision of regulation 868 in order to improve protection against subsidisation and unfair pricing practices causing injury to EU air carriers in the supply of air services from non EU countries (MOVE.E)	Adoption of a Commission proposal	End 2014

Relevant general objective(s): General objective 1				
Specific objective 2: To promote safe and secure transport		<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending		
Result indicator	Baseline (year)	Milestone		Target
Number of accidents in EU waters (Source EMSA) (MOVE.D2)	(2012) ⁹ Very Serious Casualties 2012 - 51, 2013 - 38 (to 31.10.2013) Fatalities 2012 – 82 2013 – 46 (to 31.10.2013).			Less than 50 very serious casualties per year. Less than 30 fatalities per year (by 2015)
Number of fatalities in road transport accidents (Source: CARE) (MOVE.C4)	31500 (2010) (EU28)			Max 15750 (EU 28) by 2020
Aviation safety: a. Rate of Fatal aviation accidents per 10 Million flights (10 year moving average) b. Number of fatal accidents to EU commercial air transport (source : EASA Annual safety Review(MOVE.E3)	a. 2012 : EU – 2 Asia – 4.8 North America – 2.1 b. 2012 : 1			a. To match, or be, the lowest world rate by 2020 b. Maximum of 1.0 by 2020
Reported total number of rail accidents, including level crossing accidents (source : Railway Safety Performance report of the European Railway Agency; the number of accidents is one of the Common Safety Indicators that have to be reported to the Agency by the Member States, as required by Annex I to the Railway Safety Directive) (MOVE B2)	2068 accidents in 2012 with a total of 1133 fatalities			Reduction by 10 % of number of rail accidents and by 12 % of number of fatalities (by 2014 in comparison with figures for 2012) (Target set by DG MOVE on the basis of figures from previous years)
Compliance with Community legislation: aviation security inspection results (MOVE.A2)	83% (2012)			At least 85% compliance with main provisions for aviation security confirmed through EU inspections (annual target)
Number of infringement cases commenced against MS for major non-compliance of the legislative requirements (MOVE.A2)	(2012) 1 opened, 4 closed, 0 open at the end of 2012 2013: 1 opened			0 infringement cases of non-compliance in aviation security (annual target)

⁹ Source: European Maritime Casualty Information Platform (EMCIP), however data should be treated with caution as not all MS are consistent in populating the EMCIP database and the Commission/EMSA has identified problems with under-reporting. It cannot be excluded that the figures for very serious accidents could be revised upwards.

Number of infringement cases commenced against MS following maritime security inspections for major non-compliance of the legislative requirements ¹⁰ (MOVE.A4)	1 infringement case launched in 2013			0 infringement cases (annual target)
Compliance with Community legislation: maritime security inspections (MOVE.A4)	85%			At least 85% compliance with main provisions for maritime security confirmed through EU inspections (annual target)

Main outputs in 2014

Description	Indicator	Target
Aviation security: Revision of passenger related risk mitigation (MOVE.A2)	Adopt ETD legislation	Early 2014
Agreement with Canada on mutual recognition of aviation security controls (MOVE.A2)	Adopt legislation	Summer 2014
Revision of the aviation security and customs legislation to align the status of Authorised Economic Operator and Regulated Agent (RA) and Known Consignor (KC) (together with DG TAXUD) (MOVE.A2)	Adopt legislation	Spring 2014
Proposal for a Directive on standards and conformity assessment of aviation security equipment (together with DG ENTR) (MOVE.A2)	Adopt legislative proposal	Autumn 2014
Number of aviation security inspections planned in 2014 (MOVE.A2)	35 inspections	Accomplished by end 2014
Number of maritime security inspections planned in 2014 (MOVE.A4)	25 inspections planned	Accomplished by end 2014
Implementation of Directive 2006/126 on driving licences (MOVE.C4)	Complete transposition check and launch infringement procedures as necessary	3 rd quarter 2014
Improve safety in road infrastructures (MOVE.C4)	Complete study on road infrastructure safe management	3 rd quarter 2014
Implementation of Directive 2011/82 on cross-border enforcement of traffic offences (MOVE.C4)	Complete transposition check and launch infringement procedures as necessary	4 th quarter 2014
Regular updates of the list of banned air carriers (MOVE.E)	Improvement of the aviation safety in the EU	Every three - four months
Alignment of 216/2008 with the SES II Regulations (MOVE.E)	Clarification of roles between EASA , COM and Eurocontrol leading to improvement of aviation safety	4 th Q of 2014
Legislative initiative: A new era for aviation Opening the aviation market to Remotely Piloted Aircraft Systems in a safe and sustainable manner (MOVE.E)	Ensure than remotely piloted aircraft systems (drones) can safely and securely fly in the European skies in non-segregated airspace	Mid-2014
Initiate the consultation, reflection and work for a broader revision of regulation 216/2008 (EASA basic regulation) (MOVE.E)	Preparatory work for Revision of regulation 216/2008	Commission proposal adopted in 2015

¹⁰ The Commission is performing inspections in order to monitor the application by MS of security legislation. This indicator measures the number of deficiencies that are found which are sufficiently serious – and not swiftly rectified – as to merit commencing infringement proceedings.

Relevant general objective(s): General objective 1				
Specific objective 3: To promote quality transport services and working conditions		<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending		
Result indicator	Baseline (year)	Milestone		Target
Level of public awareness about passenger rights (air and rail). Number of complaints received by EDCC for air and rail transport (MOVE.D4)	7208 (2013)	2014: 7600		Increase by 5 to 10% by end 2015
Social conditions for seafarers. Number of deficiencies related to social conditions in Port State Control inspections (Source: Paris MoU) (MOVE.D2)	7373 (2012)			No target can be set yet. Should be set post 2016 ¹¹
Main outputs in 2014				
Description	Indicator	Target		
Preparation of Commission proposal on professional qualifications aiming at reducing barriers for labour mobility of worker in inland navigation. (MOVE.B)	Adoption of Commission proposal	4th quarter 2014		
Reform of directive 2003/59 on the qualification and training of professional drivers (MOVE.C4)	Adoption of legislative proposal by Commission	4th quarter 2014		
Social Code in road transport (MOVE.D3)	Adoption of a COM Communication under Art 154.2 TFUE	4 th quarter 2014		
Support of the European social dialogue in the port sector (MOVE.B.3)	State of advancement	Interim progress report – end of 2014		
Special Eurobarometer on passenger awareness of their rights when travelling in Europe. Last Eurobarometer has been carried out in 2009 and was limited to air travel.(MOVE.D4)	Number of citizens who are aware of their rights when travelling in Europe; in 2009 this was only 40 % awareness (for air transport only).	2nd half 2014 Increase by at least 10 – 15 % to 50 – 55 % awareness for air passenger rights; 50 % for rail passengers; 40 % for bus and coach passengers.		

¹¹ Following the entry into force of the 2006 Maritime Labour Convention (MLC) (20/8/2013) those EU MSs which have ratified MLC 2006 can enforce the Convention. The amendment to Directive 2009/16/EC to allow for EU enforcement of the MLC under the Port State Control (PSC) regime (Directive 2013/38/EU) will enter into force in November 2014. This will lead to more harmonised enforcement across the EU, and possibly more deficiencies being reported. However, this cannot be compared with previous years (where enforcement was carried out only by those MSs who had ratified MLC 2006). It is proposed that the new baseline should be set on 2015 figures, and new targets determined for 2017-2018 (to allow for collection of enforcement data through PSC).

Relevant general objective(s): General objective 1				
Specific objective 4: To promote greater use of low-carbon transport modes and promote multi-modality		<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending		
Result indicator	Baseline (year)	Milestone		Target
Affordability of low carbon modes of transport (rail, waterborne, bus and coaches) compared to fuel prices (as defined in Harmonised Index of Consumer prices for different transport modes Eurostat – index number 2005=100). (MOVE.A3)	(2010) - Rail services 123.87 - Road services 120.91 - Air services 112.17 - Waterborne services 128.85 - Combined passenger transport 119.48 - Fuel and Lubrificants for personal transport 120.25			Rail, bus and coaches and waterborne transportation should become more affordable to the consumers when compared to fuel prices.
Billions of tonne-kilometres shifted off the road (source: estimations from the proposals to be financed under Marco Polo II (2007-2013) unless stated otherwise; figures are subject to change during the programme implementation stage as some beneficiaries might withdraw or have to adjust figures for foreseen modal shift; Only finally achieved tonnes-km shifted will be financed) ¹² (D1)	<u>0 tkm in 2007 (before the start of Marco Polo II)</u>			Marco Polo II (2007-2013) : a total of 61 billion tkm shifted by 2020 (target estimation based on trends). <u>The projects under the Marco Polo II programme can continue until 2020 and hence the achievement of the target can only finally be assessed then.</u>
Share of rail, inland navigation, short sea shipping in the total freight transport within EU (percentage calculated on total tkm, Eurostat and DG MOVE) (A3)	Rail: 10.5 %; Inland Waterways: 3.5 %; Maritime: 37 %. (2005) ¹³			Increase driven by the goal of reducing the modal share of road freight over 300 km (in total freight transport over 300 km) by 4 percentage points in 2030 and 9 percentage points in 2050 (relative to the 2005 shares)

¹² The target for the annual calls under Marco Polo II set in the regulation is that a substantial part of 20.5 billion tonne-kilometres (btkm) should be shifted annually.

¹³ The following modal split does not refer to distances over 300km but to all freight transport activity; therefore it is not the best indicator for monitoring the corresponding target. DG MOVE and ESTAT are working closely to obtain a better indicator.

Progress of the European Electronic Tolling System (EETS) : a. % of tolled traffic using electronic tolling services b. number of registered / potential EETS providers (D3)	Situation 2013 a. ca. 12% of traffic using tolled roads used e-tolls at the end of 2012 b. No EETS Provider is currently officially registered as such ¹⁴ .		a. 50% of traffic using tolled roads should use e-tolls by the end of 2016. b. At least 1 EETS Providers registered by the end of 2014.	a. 90% of traffic using tolled roads should use e-tolls by the end of 2020. b. At least 2 EETS Providers registered by the end of 2020
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Main outputs in 2014

Description	Indicator	Target
Prepare rules to allow the use of LNG-powered vessels (MOVE.B)	New rules finalised (Commission implementing rules under Directive 2006/87/EC and revision of the AND rules)	Finalisation in 2014 (adoption in 2015)
Clean Power for Transport Package development and implementation (MOVE.C1)	Adoption by EP and Council of a Directive on alternative fuels infrastructure	3 rd Quarter 2014

Note: For further initiatives to promote low-carbon transport and multi-modality, see initiatives under the Connecting Europe Facility (CEF) and research and innovation initiatives in the transport area under Horizon 2020 below.

4.1.1 Infrastructure Policy – CEF Transport

The Trans-European Networks (TEN) facilitate the mobility of persons, goods and services in the internal market. They play a major role for territorial, economic and social cohesion of the Union. The importance of the rapid implementation of strategic projects with high European added value to address critical bottlenecks and ensure effective access to the single market and international markets has been confirmed in the 2020 strategy.

Investing in "intelligent infrastructure solutions" will be an important focus during the next budgetary framework. In doing so, the new TEN-T guidelines and the Connecting Europe Facility (CEF) have been adopted during 2013 by the Council and by the European Parliament.

The intervention logic of the CEF is that it shall enable projects of common interest to be prepared and implemented within the framework of the trans-European networks policy in the sectors of transport, telecommunications and energy. In particular, the CEF shall support the implementation of projects which aim at the development and construction of new infrastructures and services, or at the upgrading of existing infrastructures and services. It shall give priority to missing links in the transport sector. The CEF shall also contribute to supporting projects with a European added value and significant societal benefits which do not receive adequate financing from the market.

¹⁴ However, nine companies have established *aetis*, the association of electronic toll and interoperable service (see www.aetis-europe.eu). Moreover, REETS, the Regional EETS project, co-financed by the TEN-T budget, should incentivize companies to officially register as EETS Providers and start pilot/trial operations.

The new TEN-T approach is based on two layers: the Core and the Comprehensive Networks. The strategic Core Network includes the main nodes for passengers and freight, including capitals and other important cities together with their associated airports as well as economic and industrial centres. The main European ports will become key entry points into the network. The Core Network thus provides a coherent, multimodal network connected with the neighbourhood countries. Full interoperability, e.g. through the implementation of ERTMS, is mandatory. Additionally, a wider Comprehensive Network will feed into the Core Network.

Relevant general objective(s): General objective 2 and 3 (CEF general objectives)				
Specific objective 5: Removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections				
<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending				
Result indicator	Baseline (year)	Milestone		Target
Setting up of core network corridors structures with designation of Coordinators, creation of Corridor Forums and approval of work plans (MOVE B1)	2013 (no corridor existing)			9 core network corridors by end of 2014
Number of new or improved cross-border connections* (MOVE B)	0 in 2013	6 by 2017	14 by 2020 (including the 6 by 2017)	36 by 2030 (including the 14 by 2020)
Number of removed bottlenecks and sections of increased capacity for all modes on core network corridors which have received funding from the CEF (source:TENTec) (B1)	0 in 2013	5 by 2017		13 by 2020
Length of inland waterway network by class * (MOVE B)				Whole TEN-T inland waterways reaching class IV standards or higher by 2030, except where allowed by Regulation
Length of the railway network in the EU-28 upgraded following the requirements set out in Article 45(2) of the TEN-T regulation* (MOVE B)				Whole core network complying with the requirements by 2030
Main outputs in 2014				
Description	Indicator		Target	
Analysis of all 9 core network corridors	Establishment of work plan		9 work plans end of 2014	
Analysis of all 9 core network corridors	Establishment of a Corridor Forum for each corridor		9 by the end of 2014	
Analysis of all 9 core network corridors	Data collection on technical parameters of the infrastructure for all corridors		Full coverage of all 9 corridors, all transport modes	
Corridor support functions in TENtec	Number of corridors supported.		Support corridor forums by mid 2014, Systematic corridor monitoring by end 2014.	
Innovation support functions in TENtec	Coverage of core/comprehensive TEN-T network.		Monitoring of core network coverage by mid 2014 in TENtec public portal (incl. new mobile platform). Comprehensive network by end 2014.	

Note: indicators marked with * will be assessed in the framework of the work plans for the core network corridors. The work plans will be established by the end of 2014. At that time, a reliable baseline scenario and precise targets can be defined. The figures presented above correspond to the financial statement accompanying the Commission proposals of 2011.

Note: The CEF Regulation includes the following additional indicator for this specific objective "The number of kilometres of railway line adapted to the European nominal gauge standard and fitted with ERTMS". However, this indicator is presented under specific objective 10 as DG MOVE considers that it is more closely linked to that particular objective.

Relevant general objective(s): General objective 2 and 3 (CEF general objectives)				
Specific objective 6: Ensuring sustainable and efficient transport systems in the long run			<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending	
Result indicator	Baseline (year)	Milestone		Target
Number of supply points for alternative fuels for vehicles using the TEN-T core network for road transport in the EU-28* (C1)	Baseline 2014 CNG public fuelling stations (EU-wide): 2482 LNG: public fuelling stations: 77 Hydrogen public fuelling stations: 101			CNG: 3136 EU-wide LNG road transport: 221 Hydrogen: 178 By 2020 (maritime ports) and 2025 (inland ports).
Number of inland and maritime ports of the TEN-T core network equipped with supply points for alternative fuels in the EU-28* (C1)	Baseline 2014 Maritime LNG supply points: 1 Inland Waterway LNG supply points: 1			All 85 maritime ports in core network and the 54 inland ports in core network to be equipped by LNG refuelling points by 2020 (maritime ports) and 2025 (inland ports)
Main outputs in 2014				
Description	Indicator		Target	
Mandate for the development and adoption by CEN of standards indicated in the Annex III of the CPT Directive (MOVE.C1)	Approval of mandate by the Commission		June 2014	

Note: indicators marked with * will be assessed in the framework of the work plans for the core network corridors. The work plans will be established by the end of 2014. At that time, a reliable baseline scenario and precise targets can be defined. The figures presented above correspond to the financial statement accompanying the Commission proposals of 2011.

Note: The CEF Regulation includes an additional indicator for this specific objective "The reduction in casualties on the road network in the Union". However, this indicator is presented under specific objective 2 on the promotion of safe and secure transport as DG MOVE considers that it is more closely linked to that particular objective.

Relevant general objective(s): General objective 2 and 3 (CEF general objectives)				
Specific objective 7: Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services				
		<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending		
Result indicator	Baseline (year)	Milestone		Target
Multimodal logistic platforms, including inland and maritime ports and airports connected to the railway network* (MOVE B)	- 27 maritime ports connected - 12 airports connected	- 41 (improved) connections of maritime ports by 2017 - 18 (improved) connections of airports by 2017	- 54 (improved) connections of maritime ports by 2020 - 24 (improved) connections of airports by 2020	- All core maritime ports connected by 2030 - 38 core airports connected by 2050
Improved rail-road terminals* (MOVE B)				*
Number of improved or new connections between ports through Motorways of the Sea* (MOVE B)				*
Main outputs in 2014				
Description	Indicator		Target	
Analysis of all 9 core network corridors	Establishment of work plan		9 work plans end of 2014	
Analysis of all 9 core network corridors	Establishment of a Corridor Forum for each corridor		9 by the end of 2014	
Analysis of all 9 core network corridors	Data collection on technical parameters of the infrastructure for all corridors		Full coverage of all 9 corridors, all transport modes	
Corridor support functions in TENtec	Number of corridors supported.		Support corridor forums by mid 2014, Systematic corridor monitoring by end 2014.	
Innovation support functions in TENtec	Coverage of core/comprehensive TEN-T network.		Monitoring of core network coverage by mid 2014 in TENtec public portal (incl. new mobile platform). Comprehensive network by end 2014.	

Note: indicators marked with * will be assessed in the framework of the work plans for the core network corridors. The work plans will be established by the end of 2014. At that time, a reliable baseline scenario and precise targets can be defined. The figures presented above correspond to the financial statement accompanying the Commission proposals of 2011.

Note: The CEF Regulation includes the following additional indicator for this specific objective "The number of kilometres of inland waterways fitted with RIS" and "The level of deployment for the SESAR system, VTMS and ITS for the road sector". However, these indicators are presented included under specific objective 9 as DG MOVE considers that they are more closely linked to that particular objective.

Relevant general objective(s): General objective 2 and 3 (CEF general objectives)				
Specific objective 8: To create an environment more conducive to private and public investments notably through the financial instruments under the CEF regulation				
		<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending		
Result indicator	Baseline (year)	Milestone		Target
Volume of private investment in projects of common interest achieved through the financial instruments under the CEF regulation (B4)	0 in 2013	By 2017, EUR 8 bn of private investment in projects of common interest		By 2022, EUR 23 bn of private investment in projects of common interest (target date set to 2022 due to n+2 rule)
Increase in the external cost charging (compared to today's infrastructure charging) (D3)	0 in 2013	By 2015, have at least 1 HGV tolling scheme charging for external costs <u>on top</u> of the recovery of infrastructure costs		By 2020, all non-concession distance based-HGV tolling schemes include an external cost component on top of the recovery of infrastructure costs
Number of engagements of private entities in TEN-T innovative projects (market-sided innovation, Art 39). (MOVE.B)	0 in 2013	Increase of no. of engagements of 10 per year (in case of multiple projects, multiple entity counting permitted).		70 engagements by end 2020
Investment by private entities in TEN-T innovative projects (market-sided innovation, Art 39). (MOVE.B)	0 in 2013	By end 2015 €200 million; annual increase 100 million thereafter.		Total 7 year investment of €700 million by end 2020.
Main outputs in 2014				
Description	Indicator		Target	
Fair and efficient road pricing (MOVE.D3)	Adoption of a COM proposal revising Directive 1999/62/EC		4 th quarter 2014	
Implementation of the new framework for the roll-out of financial instruments under the CEF (MOVE.B4)	New cooperation agreement with the EIB for implementation of financial instruments under the CEF		1 st quarter 2014	
Full implementation of the pilot phase of the Project Bonds (MOVE.B4)	First transactions for the project bonds in the transport sector signed by the EIB		Market driven instrument, up to 200 M in the pilot phase of the Project Bonds 2013-2016, additional projects under the Connecting Europe Facility	
Implementation of the TEN-T projects by the Marguerite Fund (MOVE.B4)	New investments in the TEN-T projects		Market driven instrument, A multiplier of 3.5 times of the EU contribution, i.e. 280 M EUR dedicated to the TEN-T projects	
Continuation of the implementation of the Loan Guarantee Facility (MOVE.B4)	Additional TEN-T projects benefiting from the LGTT facility		Market driven instrument, up to 250 M EUR invested in the TEN-T projects in the period 2007-2013, additional projects under the Connecting Europe Facility	

Note: Specific objective 8 is derived from one of the indicators of the wide general objective of the Connecting Europe Facility (CEF) Regulation as regards the contribution to smart, sustainable and inclusive growth, which is reflected in the 2nd General Objective of the CEF Programme Statement. It was deemed appropriate for the purpose of monitoring the activity of DG MOVE to include in the Management Plan a specific objective concerning the improvement of the environment for investing in infrastructure since it is an important policy objective. Only the first result indicator presented "Volume of private investment in projects of common interest achieved through the financial instruments under the CEF regulation" is directly linked to the activities under the CEF. DG MOVE nevertheless considers that the additional indicators presented provide useful information on activities undertaken in order to achieve the objective.

4.2. Horizon 2020 – Research and innovation related to transport

The White Paper on Transport identifies four priority areas as essential to developing the EU transport system into a competitive and resource efficient transport system and to reach its ultimate objective of cutting carbon emissions in transport by 60% by 2050. Innovation is one of them. EU research and innovation in transport should focus on stepping up research efforts to speed up the deployment of the most promising innovations. This vision is reflected in Horizon 2020, the new funding programme for research and innovation, covering the period 2014-2020. One of the challenges of Horizon 2020 is to promote 'Smart, green and integrated transport' by means of transport infrastructure, urban mobility, logistics and intelligent transport systems and applications. Horizon 2020 will cover upstream research, technology development, technology integration, and demonstration and innovation activities

The intervention logic of the research and innovation activities in transport under Horizon 2020 is to contribute to increasing the effectiveness of research and innovation in responding to key societal challenges by supporting excellent research and innovation activities. The activities should cover the full range of research and innovation with an emphasis on innovation-related activities such as piloting, demonstration, test-beds, and support for public procurement, pre-normative research and standard setting, and market uptake of innovations. The activities should support directly the corresponding policy competences at Union level in the area of transport.

Considering the scale of the challenges facing the transport sector, implementing the actions will require integrating further national research and innovation capacities in the field of transport. Joint actions between the EU and Member States will also be promoted to leverage significant industrial innovation programmes put forward by Europe's major competitors. Depending on the nature and the needs of the sectors and technologies involved, possible ways for EU-level and International partnering will be explored.

Large scale research programmes under PPPs or JTI/JUs, notably for SESAR, have been successfully conducted and have demonstrated their value to maximise public and private commitment and improve the results of research. This line of action will be further developed.

Research and innovation activities would have no sense if its results would not be successively deployed. For this, the necessary synergy with other EU programmes, and in particular the Connecting Europe Facility (CEF) Programme will be ensured.

DG MOVE's intervention in terms of Research and Innovation activities will also focus on the functioning of the transport system i.e. urban mobility, logistics, intelligent transport systems and applications and transport infrastructure¹⁵.

¹⁵ In practical terms, DG RTD will focus on vehicles with the exception of Rail which will be the under the responsibility of DG MOVE.

Urban mobility is at the core of the debate on resource efficiency and plays a key role in defining a well-balanced approach between the social, economic and environmental pillars of sustainable mobility. New mobility concepts, transport organisation, logistics and planning solutions will be developed and tested, contributing to the reduction of air pollution and noise and improving efficiency. Public and non-motorised transport as well as other resource-efficient transport options should be developed as a real alternative to the use of private motor vehicles, supported by greater use of intelligent transport systems as well as by innovative demand management.

Logistics is a cross-sectorial activity impacting the entire supply chain and hence a key sector for business success and for EU competitiveness. R&I action in this area aims at increasing efficiency and hence sustainability in the logistics supply chain, removing the communication bottlenecks in the interaction between the different stakeholders and thereby improving the potential for collaboration and the effective utilisation of equipment and seamless connectivity across the transport modes.

Intelligent Transport Systems and applications help deliver safe, efficient, sustainable and seamless transport of goods and people on the European road network and its interfaces with the other transport modes as well as to safeguard the competitiveness of European industry. R&I action on ITS will focus on the optimal use of traffic and travel data to improve mobility and on the continuity of traffic and freight management ITS services as well as on ITS safety and security applications and Smart ICT services for people and freight.

SESAR, the Single European Sky Air Traffic Management Research Joint Undertaking, a public private partnership established to cover a period from 2007 until 2016, is the implementation instrument for the technology pillar of the Single European Sky (SES). The Commission has proposed to extend the duration of the Joint Undertaking until 2024 and DG MOVE will be responsible for its supervision.

SHIFT2RAIL, having been proposed by the Commission end 2013, needs to be adopted and set-up in 2014. This Joint Undertaking will support the EU coordinated approach to research and innovation (R&I) in the rail sector under Horizon 2020 towards the completion of the Single European Railway Area.

In 2014, **demonstration projects on electromobility and LNG** will be running. The projects aim to facilitate the introduction in the market of electric vehicles and LNG trucks and the relevant infrastructures. The implementation of the **CIVITAS** initiative will continue.

ABB activity: Horizon 2020 – Research and innovation related to transport					
Financial resources			Human resources		
(€ in commitment appropriations)					
Operational expenditure	Administrative expenditure (managed by the service)	Total	Establishment plan posts	Estimates of external personnel (in FTEs)	Total
212,105,039	9,272,649	221,377,688	12	4	16 ¹⁶

¹⁶ Data retrieved from the STD_MP_Annex report, available in InfoView, with 01/01/2014 as reference date.

Relevant general objective(s): General objective 4 (Horizon 2020 general objective)

Specific objective 9: To promote resource efficient transport that respects the environment Spending programme
 Non-spending

Result indicator	Baseline (year)	Milestone		Target
Synchronisation of the deployment process of SESAR related technology (MOVE.E2)	0 (2013)	Identification of the first common project in 2014		By 2025, development and deployment of a new generation ATM system
Kilometres of roads covered by (real-time) Traffic Information Services or equipped for (dynamic) Traffic Management, including speed related ITS services (Variable Message Signs or equivalent means) (Source: TEN-T EasyWay II project) (MOVE.C.3)	Reference year : 2012 30/11/2012 : - 15.500 km equipped with VMS (lane control & info/warning/ rerouting) - 200.000 km covered by Traffic Info Services, of which 25.500 km equipped with Travel Time Forecast systems - Overall 250.000 km of roads equipped with ITS Services			Yearly increase by 10% Reference year : 2012
Implementing RIS (River Information Services) (source : PLATINA 7RFP research project) (MOVE.B3)	12/2012: 8900 km of class Va+ waterways equipped with ENC's (Electronic navigation charts 12/2012: 4300 km of class Va+ waterways equipped with shore based inland AIS infrastructure 12/2012: 11500 vessels equipped with AIS transponders 12/2012: Electronic Reporting operational on the Rhine; in other regions still in the starting phase			2015 full coverage with ENC for Class Va+ waterways (10500km) 2020: full coverage of class Va+ waterways equipped with shore based inland AIS infrastructure (10500km) 2015: all commercial vessels equipped with inland AIS (app. 12000 vessels) Electronic reporting fully operational in 2015 for BtA and AtA communication

Main outputs in 2014

Description	Indicator	Target
River information services have a great potential for promoting efficient inland waterway transport and multimodality. The Commission is reviewing RIS policy to examine whether this potential is fully exploited. (MOVE.B3)	Evaluation finalised and Commission Communication on RIS policy adopted	Mid 2014
Nomination of the ATM Deployment Manager by the Commission (MOVE.E2)	Launch of a call + adoption of a Commission Decision	Call to be launched immediately after adoption of the CIR on the first common projects + Commission decision possibly in December 2014
Adoption by the Council and the Parliament of the proposal for a directive on alternative fuel infrastructures (MOVE.C1)	Adoption of proposal	End 2014
Innovation Partnership for Transport Infrastructure (MOVE.C2)	Impact Assessment	Publication in 1st half 2014
A public European aviation environmental model suite for aviation (MOVE.E2)	Study - Public procurement contracts	Signature in 2nd half 2014

Relevant general objective(s): General objective 4 (Horizon 2020 general objective)

Specific objective 10: To promote better mobility, less congestion, more safety and security				
		<input checked="" type="checkbox"/> Spending programme <input checked="" type="checkbox"/> Non-spending		
Result indicator	Baseline (year)	Milestone		Target
Number of cities that are members of the CIVITAS forum (Source : CIVITAS initiative) (MOVE.C1)	218 in 2013	230 in 2014		250-270 by 2015
Km of lines in service equipped with the European Railway Traffic Management System (ERTMS), linked to TEN-T (MOVE B.2)	2013 in service: 4199 km 2013 in service + under construction: 9411 km	12.000 km by 2015		30.000 km by 2020
Main outputs in 2014				
Description	Indicator		Target	
New cities are expected to join the CIVITAS initiative and Forum (MOVE.C1)	Number of cities that are members of the CIVITAS forum (Source: CIVITAS initiative. A new urban mobility call for proposals was launched in 2013 under the Horizon 2020 programme. Further to this call, new cities are expected to join the CIVITAS Initiative and Forum.		230 cities in 2014 and 250 -270 in 2015	
Conference on Urban Mobility. The promotion of the use of alternative fuel vehicles in cities will be one of the topics of the conference (MOVE.C1)	Share of registered vehicles running with alternative motor fuels (3.4% in 2012)		4% of alternative fuels vehicles in 2014 and 10% in 2020	
Development and validation of a European passenger transport information and booking interface across transport modes (MOVE.C3)	Final Report - study		Delivery in January 2014	
Development of a common framework for the evaluation of ITS impact and key performance indicators for various core ITS services study. (MOVE.C3)	Final report - study		4 th Quarter 2014	
Continuation of the Transport Research & Innovation Portal – Open tender (MOVE.C2)	Service - Public procurement contract		Signature in August 2014	