



**2025/0221(COD)**

5.2.2026

# **DRAFT OPINION**

of the Committee on Regional Development

for the Committee on Industry, Research and Energy and the Committee on  
Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council  
establishing the Connecting Europe Facility for the period 2028-2034,  
amending Regulation (EU) 2024/1679 and repealing Regulation (EU)  
2021/1153  
(COM(2025)0547 – C10-0167/2025 – 2025/0221(COD))

Rapporteur for opinion: Antonella Sberna

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## SHORT JUSTIFICATION

The proposal for a Regulation establishing the Connecting Europe Facility (CEF) for the period 2028–2034 confirms the CEF as a key Union instrument supporting investments in trans-European transport and energy networks. In the current geopolitical and economic context, the CEF plays a central role in strengthening connectivity, resilience and competitiveness across the Union, while contributing to economic, social and territorial cohesion.

CEF-supported investments contribute to reducing regional disparities and improving accessibility by strengthening connections between regions and facilitating the functioning of the internal market. Infrastructure investments supported by the Programme enhance the reliability of essential services, promote territorial resilience and support long-term regional development, including in regions facing structural constraints.

The effectiveness of the CEF depends on its capacity to operate in a complementary manner with other Union instruments, in particular cohesion policy funds and the National and Regional Partnership Plans. Synergies between the CEF and other programmes should reinforce the impact of Union investments, while respecting their respective legal bases, objectives and management modes, and avoiding duplication or substitution effects.

While the proposal aims to simplify the programme architecture, attention should be paid to its territorial impact. In the absence of a dedicated cohesion envelope within the transport strand, the Programme should continue to support projects addressing missing links, bottlenecks and connectivity gaps, in particular in disadvantaged, rural, border, insular, outermost and peripheral regions, as well as regions facing demographic or accessibility challenges.

Cross-border connectivity remains a core element of the European added value of the CEF. In this context, investments contributing to the completion and effective functioning of the TEN-T network should not be assessed solely on the basis of formal cross-border sections. Projects located on national sections that remove bottlenecks or ensure functional continuity of cross-border corridors can be essential to achieving the objectives of the TEN-T and should be duly taken into account.

This approach is illustrated by projects that, while located on national territory, are essential to the effective functioning of the TEN-T network. A clear example is the road connection between Orte and the Port of Civitavecchia, which improves functional access to a TEN-T core port and removes a structural bottleneck between the port system and the inland network. Such projects enhance hinterland connectivity, contribute to corridor continuity and support territorial cohesion, fully in line with the objectives of the Programme.

Although urban mobility is not defined as a standalone objective of the Programme, urban nodes play a crucial role in the functioning of the trans-European transport network. The CEF can support actions in urban nodes where they contribute to the performance, interoperability and resilience of the TEN-T, including ports and their hinterland connections, multimodal hubs and connections ensuring functional access to the network, such as first- and last-mile links.

The territorial dimension of connectivity also extends to the energy sector. Recent electricity blackouts have highlighted the importance of resilient and well-interconnected energy networks. Strengthening cross-border energy infrastructure contributes to security of supply, system resilience and the elimination of energy isolation, including in structurally vulnerable and peripheral regions. The Programme should support projects that enhance the robustness and integration of energy networks in line with these objectives.

Local and regional authorities play a key role in the planning, permitting and implementation of infrastructure projects. Their involvement throughout the project cycle can improve project quality, territorial relevance and implementation efficiency. Strengthening multi-level governance and addressing administrative capacity constraints at local and regional level contributes to the effective delivery of CEF-supported actions.

The proposal places strong emphasis on military mobility through the support of dual-use transport infrastructure. Investments supported by the Programme in this field should be designed and implemented so as to ensure substantial co-benefits for civilian mobility, commercial logistics and territorial resilience, avoiding duplication and ensuring an efficient use of Union resources, while enabling the movement of military personnel, material and equipment in line with the Programme's objectives.

Large infrastructure projects may face delays due to complex permitting procedures or external factors. Greater flexibility in implementation, including the possibility of justified extensions, can contribute to the effective use of Union funding while maintaining sound financial management and accountability.

Finally, the external and geopolitical dimension of the CEF has gained importance. Supporting connectivity with neighbouring and candidate countries, including Ukraine and the Western Balkans, contributes to the Union's security and resilience. At the same time, actions strengthening external connectivity should ensure balanced benefits for Union border regions and contribute to internal cohesion and territorial development.

## AMENDMENTS

The Committee on Regional Development submits the following to the Committee on Industry, Research and Energy and the Committee on Transport and Tourism, as the committees responsible:

### Amendment 1

#### Proposal for a regulation

##### Recital 1

*Text proposed by the Commission*

(1) This Regulation establishes the 'Connecting Europe Facility' Programme (the 'Programme') with a view to

*Amendment*

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accelerating investment in the field of trans-European networks for transport and energy and leveraging funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality. It also aims to facilitate cross-border cooperation in the field of renewable energy, such as through the support of cross-border projects. The Programme should facilitate synergies between the transport and energy sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised. This Regulation lays down a financial envelope for the Programme. For the purpose of this Regulation, current prices are calculated by applying a fixed 2% deflator.

accelerating investment in the field of trans-European networks for transport and energy and leveraging funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality. It also aims to facilitate cross-border cooperation in the field of renewable energy, such as through the support of cross-border projects. The Programme should facilitate synergies between the transport and energy sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised, ***and should secure territorial cohesion as an integral part of the Union's strategic interests, as per Article 174 TFEU.*** This Regulation lays down a financial envelope for the Programme. For the purpose of this Regulation, current prices are calculated by applying a fixed 2% deflator.

Or. en

## Amendment 2

### Proposal for a regulation

#### Recital 2

*Text proposed by the Commission*

(2) Efficient transportation of people<sup>3</sup> and goods is an essential pillar for the functioning of the Union, playing a crucial role in fostering competitiveness and economic growth, ensuring cohesion, and achieving climate and environmental objectives. The ability of citizens and goods to move freely and efficiently in a well-connected and complete single market enhances connectivity, ensures access to jobs and services, and supports local economies and trade. At the same time, a decarbonized and sustainable transport system is a condition to meet the Union's climate goals and address the Union's economy's strategic and unsustainable

*Amendment*

(2) Efficient transportation of people<sup>3</sup> and goods is an essential pillar for the functioning of the Union, playing a crucial role in fostering competitiveness and economic growth, ***reducing regional disparities and*** ensuring ***economic and territorial*** cohesion, and achieving climate and environmental objectives. The ability of citizens and goods to move freely and efficiently in a well-connected and complete single market enhances connectivity, ensures access to jobs and services, and supports local economies and trade. At the same time, a decarbonized and sustainable transport system is a condition to meet the Union's climate

dependence on fossil fuel. Effective and secure freight transport is indispensable for the supply of necessary goods to citizens, keeping our economy running and backing our military security. The Draghi report on the future of competitiveness of Europe<sup>4</sup>, recognises the importance of raising investments in transport infrastructure and emphasises the need for an integrated multimodal transport market as well as the strong demand for decarbonization and clean solutions. The Draghi report calls for boosting the digitalisation in the Union across key economic sectors, such as transport. The Letta report on the future of the internal market highlights the transport sector as a key area where deeper European integration *is* essential to fully unlock the potential of the internal market. The Letta report underlines notably the need to complete the TEN-T network and highlights the opportunities of a pan-European high-speed rail network to revolutionise European travel and catalyse Union integration. The Niinistö report on Europe's civilian and military preparedness stresses the importance of dual-use transport corridors for military movements and supply chains and the resilience of the transport infrastructure to climate change and as well as the need for secure maritime supply routes used for the Union's external trade.

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<sup>3</sup> Including persons with reduced mobility and disabilities.

<sup>4</sup> Mario Draghi, "A competitiveness strategy for Europe", September 2024, [https://commission.europa.eu/topics/eu-competitiveness/draghi-report\\_en](https://commission.europa.eu/topics/eu-competitiveness/draghi-report_en)

goals and address the Union's economy's strategic and unsustainable dependence on fossil fuel. Effective and secure freight transport is indispensable for the supply of necessary goods to citizens, keeping our economy running and backing our military security. The Draghi report on the future of competitiveness of Europe<sup>4</sup>, recognises the importance of raising investments in transport infrastructure and emphasises the need for an integrated multimodal transport market as well as the strong demand for decarbonization and clean solutions. The Draghi report calls for boosting the digitalisation in the Union across key economic sectors, such as transport. The Letta report on the future of the internal market highlights the transport sector as a key area where deeper European integration, *together with an effective cohesion policy are* essential to fully unlock the potential of the internal market. The Letta report underlines notably the need to complete the TEN-T network and highlights the opportunities of a pan-European high-speed rail network to revolutionise European travel and catalyse Union integration. The Niinistö report on Europe's civilian and military preparedness stresses the importance of dual-use transport corridors for military movements and supply chains and the resilience of the transport infrastructure to climate change and as well as the need for secure maritime supply routes used for the Union's external trade.

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<sup>3</sup> Including persons with reduced mobility and disabilities.

<sup>4</sup> Mario Draghi, "A competitiveness strategy for Europe", September 2024, [https://commission.europa.eu/topics/eu-competitiveness/draghi-report\\_en](https://commission.europa.eu/topics/eu-competitiveness/draghi-report_en)

Or. en

### Amendment 3

#### Proposal for a regulation Recital 3

##### *Text proposed by the Commission*

(3) The Union should facilitate projects in disadvantaged, less connected, rural, insular, coastal, peripheral, congested, outermost or isolated regions so as to enable access to the Trans-European energy and transport networks while bringing benefits to the entire Union in terms of security, competitiveness and social, economic and territorial cohesion. Regulation (EU) 2024/1679 of the European Parliament and of the Council<sup>5</sup> identifies the infrastructure of the trans-European transport network, specifies the requirements to be fulfilled by it and provides for measures for their implementation. That Regulation provides for the completion of the core network of the trans-European transport network by 2030 and the extended core network by 2040 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure. This will lead to a high-performing network for passengers and goods transportation.

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<sup>5</sup> Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024)

##### *Amendment*

(3) The Union should ***promote and*** facilitate projects in disadvantaged, less connected, rural, insular, coastal, peripheral ***and southern peripheral,*** congested, outermost, ***eastern border regions*** or isolated regions so as to ***ensure that they can actively contribute and*** enable access to the Trans-European energy and transport networks while bringing benefits to the entire Union in terms of security, competitiveness and social, economic and territorial cohesion, ***and reducing the risk of depopulation, thus contributing to the right to stay.*** Regulation (EU) 2024/1679 of the European Parliament and of the Council<sup>5</sup> identifies the infrastructure of the trans-European transport network, specifies the requirements to be fulfilled by it and provides for measures for their implementation. That Regulation provides for the completion of the core network of the trans-European transport network by 2030 and the extended core network by 2040 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure. This will lead to a high-performing network for passengers and goods transportation.

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<sup>5</sup> Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024)

Or. en

## Amendment 4

### Proposal for a regulation Recital 4

*Text proposed by the Commission*

(4) In order to achieve the objectives laid down in Regulation (EU) 2024/1679, it is necessary to financially support the development cross-border, including ports and their hinterland connections as well as the deployment of alternative fuels, **and the elimination of** missing links and to ensure, where applicable, that the actions supported by the Programme are consistent with the corridor work plans drawn up in accordance with Article 54 of Regulation (EU) 2024/1679 and with the overall network development regarding performance and interoperability.

*Amendment*

(4) In order to achieve the objectives laid down in Regulation (EU) 2024/1679, it is necessary to financially support the development cross-border, including ports and their hinterland connections, **optimisation of roads and railway crossings**, as well as the deployment of alternative fuels, **the completion of the missing links and the development and upgrading of urban nodes, including their multimodal access infrastructure to strengthen the Union's territorial cohesion**, and to ensure, where applicable, that the actions supported by the Programme are consistent with the corridor work plans drawn up in accordance with Article 54 of Regulation (EU) 2024/1679 and with the overall network development regarding performance and interoperability. **Local and regional authorities should be consulted, where appropriate.**

Or. en

## Amendment 5

### Proposal for a regulation Recital 4 a (new)

*Text proposed by the Commission*

*Amendment*

**(4a) European Groupings of Territorial Cooperation (EGTCs) and other recognised cross-border territorial cooperation structures should be considered eligible legal entities for the purposes of this Regulation.**

Or. en

## Amendment 6

### Proposal for a regulation Recital 5

#### *Text proposed by the Commission*

(5) The Joint White Paper for European Defence Readiness 2030<sup>6</sup> recognised military mobility as an essential component of Union security and defence and stressed the Union added-value in supporting dual-use infrastructure for mobility. The Regulation (EU) 2021/1153 of the European Parliament and of the Council<sup>7</sup> included for the first time a dedicated financial envelope for the development of civilian-defence dual use transport infrastructure. It is essential that the Union's transport infrastructure enables rapid and efficient movement of military personnel, material and equipment by air, land and waterborne. Accordingly, the infrastructure for all transport modes should to be upgraded to meet the military requirements. The Programme should seek complementarity with the specific activities supported under the European Competitiveness Fund (also with regard to Important Projects of Common European Interest (IPCEI)), notably aiming at strengthening Member State's access to and availability of military mobility capabilities, and to support the development of digital solutions to facilitate the military mobility as well as measures supported under the National and Regional Partnership Plans.

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<sup>6</sup> Joint White Paper for European Defence Readiness 2030, JOIN(2025) 120 final, 19

#### *Amendment*

(5) The Joint White Paper for European Defence Readiness 2030<sup>6</sup> recognised military mobility as an essential component of Union security and defence and stressed the Union added-value in supporting dual-use infrastructure for mobility. The Regulation (EU) 2021/1153 of the European Parliament and of the Council<sup>7</sup> included for the first time a dedicated financial envelope for the development of civilian-defence dual use transport infrastructure. ***Investments supported by the Programme in dual-use transport infrastructure should be designed and implemented so as to ensure substantial co-benefits for civilian mobility, commercial logistics and territorial resilience, avoiding duplication and ensuring efficient use of Union resources.*** It is essential that the Union's transport infrastructure enables rapid and efficient movement of military personnel, material and equipment by air, land and waterborne. Accordingly, the infrastructure for all transport modes should to be upgraded to meet the military requirements. The Programme should seek complementarity with the specific activities supported under the European Competitiveness Fund (also with regard to Important Projects of Common European Interest (IPCEI)), notably aiming at strengthening Member State's access to and availability of military mobility capabilities, and to support the development of digital solutions to facilitate the military mobility as well as measures supported under the National and Regional Partnership Plans.

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<sup>6</sup> Joint White Paper for European Defence Readiness 2030, JOIN(2025) 120 final, 19

March 2025.

<sup>7</sup> Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38, ELI: <http://data.europa.eu/eli/reg/2021/1153/oj>).

March 2025.

<sup>7</sup> Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38, ELI: <http://data.europa.eu/eli/reg/2021/1153/oj>).

Or. en

## Amendment 7

### Proposal for a regulation

#### Recital 9

##### *Text proposed by the Commission*

(9) The expansion and upgrade of energy infrastructure is an essential condition for a genuine Energy Union that is complete and interconnected, ensuring the Union's energy security and independence, energy affordability, industrial competitiveness, while meeting the Union's climate and energy objectives towards 2030 and achieving climate neutrality by 2050. Energy grids are necessary for the uptake of additional generation of renewable energy, including offshore generation, for boosting industrial decarbonisation and electrification, and for ensuring a well-functioning and competitive internal energy market that delivers a secure and affordable supply of energy. The Draghi Report recognises also the importance of raising investments in energy infrastructure. The Draghi report pointed in particular to investment in energy grids and the need to rapidly increase the deployment of cross-border energy infrastructure to ensure the integration of renewable energy into the European system and decarbonise Europe's industry. In the Clean Industrial Deal<sup>8</sup> and the Action Plan for Affordable Energy<sup>9</sup>, the Commission underlined the crucial role of completing the Energy Union by

##### *Amendment*

(9) The expansion and upgrade of energy infrastructure is an essential condition for a genuine Energy Union that is complete and interconnected, ensuring the Union's energy security and independence, energy affordability, industrial competitiveness, while meeting the Union's climate and energy objectives towards 2030 and achieving climate neutrality by 2050 **and also taking into account regional development potential and needs**. Energy grids are necessary for the uptake of additional generation of renewable energy, including offshore generation, for boosting industrial decarbonisation and electrification, and for ensuring a well-functioning and competitive internal energy market that delivers a secure and affordable supply of energy. The Draghi Report recognises also the importance of raising investments in energy infrastructure. The Draghi report pointed in particular to investment in energy grids and the need to rapidly increase the deployment of cross-border energy infrastructure to ensure the integration of renewable energy into the European system and decarbonise Europe's industry. In the Clean Industrial Deal<sup>8</sup> and the Action Plan for Affordable Energy<sup>9</sup>,

investing in energy infrastructure and cross-border grids for safeguarding the competitiveness of European industry and the prosperity of people as well as for the affordability and security of energy supply. The Action Plan for Affordable Energy indicates that every person, community, and business should benefit from the clean transition. According to the Monitoring Report on electricity infrastructure<sup>10</sup> of the Agency for the Cooperation of Energy Regulators, cross-border capacity needs will amount to 66 GW by 2030, of which 32 GW currently remain unaddressed. The support of the Programme to cross-border projects will play an important part in addressing this gap.

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<sup>8</sup> COM/2025/85 final

<sup>9</sup> COM/2025/79 final

<sup>10</sup> ACER: Electricity infrastructure development to support a competitive and sustainable energy system, 2024 Monitoring Report, [https://www.acer.europa.eu/sites/default/files/documents/Publications/ACER\\_2024\\_Monitoring\\_Electricity\\_Infrastructure.pdf](https://www.acer.europa.eu/sites/default/files/documents/Publications/ACER_2024_Monitoring_Electricity_Infrastructure.pdf).

the Commission underlined the crucial role of completing the Energy Union by investing in energy infrastructure and cross-border grids for safeguarding the competitiveness of European industry and the prosperity of people as well as for the affordability and security of energy supply. The Action Plan for Affordable Energy indicates that every person, community, and business should benefit from the clean transition. According to the Monitoring Report on electricity infrastructure<sup>10</sup> of the Agency for the Cooperation of Energy Regulators, cross-border capacity needs will amount to 66 GW by 2030, of which 32 GW currently remain unaddressed. The support of the Programme to cross-border projects will play an important part in addressing this gap.

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<sup>8</sup> COM/2025/85 final

<sup>9</sup> COM/2025/79 final

<sup>10</sup> ACER: Electricity infrastructure development to support a competitive and sustainable energy system, 2024 Monitoring Report, [https://www.acer.europa.eu/sites/default/files/documents/Publications/ACER\\_2024\\_Monitoring\\_Electricity\\_Infrastructure.pdf](https://www.acer.europa.eu/sites/default/files/documents/Publications/ACER_2024_Monitoring_Electricity_Infrastructure.pdf).

Or. en

## **Amendment 8**

### **Proposal for a regulation**

#### **Recital 14**

##### *Text proposed by the Commission*

(14) Cross-border projects in the field of renewable energy should provide cost savings for the deployment of renewable energy across the Union or other benefits for system integration, security of supply, competitiveness or innovation, in comparison to a similar project implemented by one of the participating

##### *Amendment*

(14) Cross-border projects in the field of renewable energy should provide cost savings for the deployment of renewable energy across the Union or other benefits for system integration, security of supply, competitiveness or innovation, in comparison to a similar project implemented by one of the participating

Member States or third country alone. When selecting the projects, the Commission should particularly consider their contribution to the further integration of the Union internal energy market and endeavour to take, *where possible*, into consideration geographical balance. In case of grants for works, the applicant should demonstrate the need to overcome market failures or financial obstacles such as insufficient commercial viability, high upfront costs or the lack of market finance.

Member States or third country alone. When selecting the projects, the Commission should particularly consider their contribution to the further integration of the Union internal energy market and endeavour to take into consideration geographical balance. ***Particular attention should be paid to regions which suffer from severe and permanent natural or demographic handicaps such as the rural regions with very low population density, islands, cross-border, mountain and southern peripheral regions.*** In case of grants for works, the applicant should demonstrate the need to overcome market failures or financial obstacles such as insufficient commercial viability, high upfront costs or the lack of market finance.

Or. en

## Amendment 9

### Proposal for a regulation Recital 21

#### *Text proposed by the Commission*

(21) The Programme should optimise the use of available funding through close monitoring of the funding made available and through applying, where appropriate, reduction or termination of grants. This should allow the reallocation of the budget dedicated to an action that remains unspent during its designated timeframe to other actions falling within the scope of this Programme.

#### *Amendment*

(21) The Programme should optimise the use of available funding through close monitoring of the funding made available and through applying, where appropriate, reduction or termination of grants. This should allow the reallocation of the budget dedicated to an action that remains unspent during its designated timeframe to other actions falling within the scope of this Programme. ***Funding under cohesion policy should not be used to structurally substitute support provided by the Programme for infrastructure of European interest, but rather to reinforce its impact through targeted synergies, in full respect of their respective legal basis and management modes.***

Or. en

## Amendment 10

### Proposal for a regulation

#### Article 2 – paragraph 1 – point 7 a (new)

*Text proposed by the Commission*

*Amendment*

**7a. 'dual-use transport infrastructure' means a transport infrastructure that addresses both civilian and military mobility;**

Or. en

## Amendment 11

### Proposal for a regulation

#### Article 2 – paragraph 1 – point 11 a (new)

*Text proposed by the Commission*

*Amendment*

**11a. 'southern peripheral region' means any area of a Member State situated along the Mediterranean basin that, while integral to the internal market, faces a permanent structural disadvantage in the development of continuous connectivity with cross-border terrestrial networks;**

Or. en

## Amendment 12

### Proposal for a regulation

#### Article 3 – paragraph 1

*Text proposed by the Commission*

*Amendment*

1. The general objectives of the Programme are to build, develop, secure, modernise and complete the trans-European networks in the transport and energy sectors, with the intention of supporting a functioning single market and fostering cohesion; to facilitate military mobility on the trans-European transport networks; to facilitate cross-border cooperation in the field of renewable

1. The general objectives of the Programme are to build, develop, secure, modernise and complete the trans-European networks in the transport and energy sectors, with the intention of supporting a functioning single market, **reducing regional disparities** and fostering **economic and territorial** cohesion, **contributing to the right to stay**; to facilitate military mobility on the trans-

energy; and to facilitate synergies among the transport and energy sectors.

European transport networks; to facilitate cross-border cooperation in the field of renewable energy; and to facilitate synergies among the transport and energy sectors.

Or. en

## Amendment 13

### Proposal for a regulation

#### Article 3 – paragraph 2 – point a – point i – introductory part

##### *Text proposed by the Commission*

(i) to contribute to the development of projects of common interest relating to interconnected, interoperable, decarbonised, smart, safe, sustainable, resilient, secure and multimodal transport networks in accordance with Regulation (EU) 2024/1679, in particular through:

##### *Amendment*

(i) to contribute to the development of projects of common **socio-economic** interest relating to **efficient**, interconnected, interoperable, decarbonised, smart, safe, sustainable, resilient, secure and multimodal transport networks **and infrastructure**, in accordance with Regulation (EU) 2024/1679, **and the connection of rural areas to TEN-T Core networks, where appropriate, to create safe, secure and inclusive mobility, including as regards persons with disabilities**, in particular through:

Or. en

## Amendment 14

### Proposal for a regulation

#### Article 3 – paragraph 2 – point a – point i – point 2

##### *Text proposed by the Commission*

(2) actions relating to the projects of common interest with Union dimension relating to the completion of a smart, resilient, decarbonised and sustainable trans-European transport network;

##### *Amendment*

(2) actions relating to the projects of common interest with Union dimension relating to the completion of a smart, resilient, decarbonised and sustainable trans-European transport network, **including small-scale projects, as well as actions aimed at improving the resilience of transport infrastructure, in particular to protect them against the negative impacts of climate change and the risks**

*deriving from natural disasters, in order to ensure the continuity, safety and reliability of the network;*

Or. en

## **Amendment 15**

### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point a – point i – point 3 a (new)**

*Text proposed by the Commission*

*Amendment*

***(3a) actions relating to the development and upgrading of urban nodes, including access connections and functional links to core and comprehensive networks and their multimodal access infrastructure;***

Or. en

## **Amendment 16**

### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point a – point i – point 3 b (new)**

*Text proposed by the Commission*

*Amendment*

***(3b) actions relating to the trans-European transport network that foster a financial multiplier effect through synergies and blending with other strategic Union funding programmes (such as NRPPs and ECF) and Union financial instruments, including InvestEU;***

Or. en

#### *Justification*

*To increase synergies between the Programme and other Union programmes, it is worth including a specific objective dedicated to the support of integrated actions that have benefitted from synergies and complementarities.*

## Amendment 17

### Proposal for a regulation

#### Article 3 – paragraph 2 – point a – point ii a (new)

*Text proposed by the Commission*

*Amendment*

***(ii) to support the connectivity of strategic intermodal infrastructure facilities, such as ports, hubs and multimodal terminals, including those outside the TEN-T Core Network, with core network sections, urban nodes and metropolitan areas, through high-quality infrastructure, in order to strengthen network cohesion and improve the overall integration of the TEN-T;***

Or. en

*Justification*

*The Programme should support projects aimed at improving connectivity between strategically relevant infrastructure facilities outside the TEN-T Core Network and within the TEN-T Core Network between its corridors. Such actions may be particularly suitable for integrated projects financed through synergetic solutions involving the Programme and the NRPPs.*

## Amendment 18

### Proposal for a regulation

#### Article 3 – paragraph 2 – point b – point i

*Text proposed by the Commission*

*Amendment*

(i) to contribute to the development of projects of common interest and projects of mutual interest as set out in Article 18 of Regulation (EU) 2022/869, with a view to promoting the completion of the Energy Union, the integration of an efficient and competitive internal energy market, and the interoperability of networks across borders and sectors, to facilitating decarbonisation of the economy, to promoting energy efficiency and to ensuring resilience and security of supply;

(i) to contribute to the development of projects of common interest and projects of mutual interest as set out in Article 18 of Regulation (EU) 2022/869 ***and small-scale projects***, with a view to promoting the completion of the Energy Union, the integration of an efficient and competitive internal energy market, and the interoperability of networks across borders and sectors, to facilitating decarbonisation of the economy, ***including at local and regional level***, to promoting energy efficiency and to ensuring resilience and

security of supply; ***the programme shall ensure a geographically balanced deployment of the energy backbone infrastructure, with a view to strengthening security of supply, enhancing energy affordability and improving industrial competitiveness across all regions of the Union, while preventing deindustrialisation in peripheral areas, especially in southern peripheral regions;***

Or. en

## Amendment 19

### Proposal for a regulation

#### Article 3 – paragraph 2 – point b – point ii

*Text proposed by the Commission*

(ii) to facilitate cross-border cooperation ***in the field of renewable energy***, through the support of cross-border projects in the field of renewable energy or through competitive bidding for new renewable energy projects under the Union renewable energy financing mechanism established by Article 33 of Regulation (EU) 2018/1999, where the conditions referred to in of Article 11(5) of this Regulation are met, with a view to achieving the Union’s objectives in terms of decarbonisation, competitiveness, completion of the internal energy market, resilience and security of supply in a cost-efficient manner.

*Amendment*

(ii) to facilitate cross-border ***energy*** cooperation, through the support of cross-border projects in the field of renewable energy or through competitive bidding for new renewable energy ***and storage*** projects under the Union renewable energy financing mechanism established by Article 33 of Regulation (EU) 2018/1999, where the conditions referred to in of Article 11(5) of this Regulation are met, with a view to achieving the Union’s objectives in terms of decarbonisation, competitiveness, completion of the internal energy market, resilience and security of supply in a cost-efficient manner.

Or. en

## Amendment 20

### Proposal for a regulation

#### Article 5 – paragraph 1

*Text proposed by the Commission*

1. Member States, Union institutions, bodies and agencies, third countries,

*Amendment*

1. Member States, Union institutions, bodies and agencies, ***local and regional***

international organisations, international financial institutions, or other third parties may make additional financial or non-financial contributions to the Programme, without prejudice to Articles 107 and 108 TFEU. Additional financial contributions shall constitute external assigned revenue within the meaning of Article 21(2), points (a), (d), or (e), or Article 21(5) of Regulation (EU, Euratom) 2024/2509.

*authorities*, third countries, international organisations, international financial institutions, or other third parties may make additional financial or non-financial contributions to the Programme, without prejudice to Articles 107 and 108 TFEU. Additional financial contributions shall constitute external assigned revenue within the meaning of Article 21(2), points (a), (d), or (e), or Article 21(5) of Regulation (EU, Euratom) 2024/2509.

Or. en

## Amendment 21

### Proposal for a regulation Article 6 – paragraph 2

#### *Text proposed by the Commission*

2. Award procedures under the Programme may be conducted jointly under direct or indirect management with Member States, Union institutions, bodies and agencies, third countries, international organisations, international financial institutions, or other third parties (‘partners to the joint award procedure’), provided the protection of the financial interests of the Union is ensured. Such procedures shall be subject to a single set of rules and lead to the conclusion of single legal commitments. For that purpose, the partners to the joint award procedure may make resources available to the Programme in accordance with Article 5 of this Regulation, or the partners may be entrusted with the implementation of the award procedure, where applicable in accordance with Article 62(1), point (c), of Regulation (EU, Euratom) 2024/2509. In joint award procedures, representatives of the partners to the joint award procedure may also be members of the evaluation committee referred to in Article 153(3) of Regulation (EU, EURATOM) 2024/2509.

#### *Amendment*

2. Award procedures under the Programme may be conducted jointly under direct or indirect management with Member States, Union institutions, bodies and agencies, **local and regional authorities**, third countries, international organisations, international financial institutions, or other third parties (‘partners to the joint award procedure’), provided the protection of the financial interests of the Union is ensured. Such procedures shall be subject to a single set of rules and lead to the conclusion of single legal commitments. For that purpose, the partners to the joint award procedure may make resources available to the Programme in accordance with Article 5 of this Regulation, or the partners may be entrusted with the implementation of the award procedure, where applicable in accordance with Article 62(1), point (c), of Regulation (EU, Euratom) 2024/2509. In joint award procedures, representatives of the partners to the joint award procedure may also be members of the evaluation committee referred to in Article 153(3) of Regulation (EU, EURATOM) 2024/2509.

## Amendment 22

### Proposal for a regulation Article 6 – paragraph 2 a (new)

*Text proposed by the Commission*

*Amendment*

**2a. In the case of joint award procedures concerning projects with a significant territorial, regional or local dimension, the relevant local and regional authorities shall be duly consulted and may, where appropriate, participate as partners in the joint award procedure or as observers in the evaluation process. Pursuing the objectives of Article 174 TFEU, the Commission and the participating partners shall ensure that the principles of multilevel governance and territorial cohesion are upheld throughout the award and implementation stages.**

Or. en

## Amendment 23

### Proposal for a regulation Article 8 – paragraph 5 a (new)

*Text proposed by the Commission*

*Amendment*

**5a. Where Programme funding is used for projects implemented in synergy with territorial investments and in combination with funding under the NRPPs, eligibility shall be assessed not only on the basis of alignment with the TEN-T Core Network, but also on the basis of the project's demonstrated strategic relevance and contribution to the functional integration, accessibility and cohesion of the TEN-T at regional and local level.**

Or. en

## *Justification*

*Actions combining CEF funding with projects supported under the NRPPs should include award criteria that assess the functional contribution of such integration to regional and peripheral areas and reflect objectives related to territorial impact and network integration that complement the Core TEN-T dimension.*

### **Amendment 24**

#### **Proposal for a regulation**

#### **Article 9 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) entities established in a Member States;

*Amendment*

(a) entities established in a Member State, **including local and regional authorities and public-law bodies under their control, European Groupings of Territorial Cooperation (EGTCs), public-law bodies managing multimodal nodes, and recognised cross-border regional cooperation structures;**

Or. en

### **Amendment 25**

#### **Proposal for a regulation**

#### **Article 9 – paragraph 5**

*Text proposed by the Commission*

5. As regards actions referred to in Article 3(2), point (a), of this Regulation, the assessment of proposals against the award criteria shall, where applicable, ensure that proposed actions are consistent with the corridor work plans and implementing acts referred to in Articles 54 and 55 of Regulation (EU) 2024/1679 and that they take into account the consultative opinion of the responsible European Coordinator pursuant to Article 52(9) of that Regulation.

*Amendment*

5. As regards actions referred to in Article 3(2), point (a), of this Regulation, the assessment of proposals against the award criteria shall, where applicable, ensure that proposed actions are consistent with the corridor work plans and implementing acts referred to in Articles 54 and 55 of Regulation (EU) 2024/1679 and that they take into account the consultative opinion of the responsible European Coordinator pursuant to Article 52(9) of that Regulation. ***Especially for actions combining CEF Programme funding with NRPPs, award procedures shall also incorporate territorial and***

*regional strategic impact and other characteristics, including remoteness, demographic sparsity, rural, insularity, mountain characteristics and cross-border relevance, the contribution of the project to the connectivity of strategic nodes, hinterland areas and urban nodes, even where such areas are not part of the TEN-T Core or Core extended Network, as well as the specific situation and development needs of the Eastern border regions.*

Or. en

#### *Justification*

*It is appropriate to establish that, especially for those CEF actions that are suitable for benefitting from synergies with funding from the NRPPs, eligibility criteria shall include also the territorial and regional strategic impact and specific characteristics and define targets that go beyond the specific objectives of funding the TEN-T Core or Core Extended corridors section involved.*

#### **Amendment 26**

##### **Proposal for a regulation Article 10 – paragraph 8**

###### *Text proposed by the Commission*

8. In each of the transport and energy sectors, as regards works undertaken in outermost regions, a specific maximum co-financing rate of 60% shall apply.

###### *Amendment*

8. In each of the transport and energy sectors, as regards works undertaken in outermost regions **and in southern peripheral regions**, a specific maximum co-financing rate of 60% shall apply.

Or. en

#### **Amendment 27**

##### **Proposal for a regulation Article 11 – paragraph 5 a (new)**

###### *Text proposed by the Commission*

###### *Amendment*

**5a. The Programme shall support capacity-building and technical assistance measures aimed at strengthening the ability of local and regional authorities**

*and other subnational entities to prepare, develop and implement high-quality project proposals eligible under the Connecting Europe Facility.*

Or. en

## Amendment 28

### Proposal for a regulation Article 12 – paragraph 3

*Text proposed by the Commission*

3. The work programmes shall be adopted by the Commission by means of **implementing** acts. **Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 15(3).**

*Amendment*

3. The work programmes shall be adopted by the Commission by means of **delegated** acts. **The work programmes shall clearly and transparently define eligibility conditions, award criteria and implementation arrangements for the funded actions, with a view to ensuring predictability for beneficiaries and efficient Programme management. Where relevant, they may specify the types of actions and the related functional criteria supported under the Programme and implemented in coordination with projects financed under the NRPPs.**

Or. en

*Justification*

*While acknowledging the need of a delegated act to establish the work programmes and ensuring the involvement of the co-legislators, it is appropriate to stress certain dimensions to improve a standardised approach, with particular emphasis on actions combining CEF funding with NRPPs, with a view to facilitating the implementation of actions supported under the respective programmes, aiming to facilitate and encourage the wider and more systematic use of such synergistic combinations.*

## Amendment 29

### Proposal for a regulation Article 12 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

**3a. When preparing the work**

*programmes, the Commission shall ensure structured and proportionate consultation of local and regional authorities and other relevant stakeholders where the envisaged actions have a significant territorial impact.*

Or. en

## **Amendment 30**

### **Proposal for a regulation Article 12 – paragraph 3 b (new)**

*Text proposed by the Commission*

*Amendment*

**3b. In order to provide transparency and predictability, the Commission shall adopt the first work programme by March 2028, including the timetable of the calls for proposals, the topics and the indicative budget for at least the first three years.**

Or. en

## **Amendment 31**

### **Proposal for a regulation Article 15 – paragraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

**3a. The Committee of the Regions may participate in the work of the committee as an observer, without voting rights, where the matters discussed concern actions with a significant territorial impact.**

Or. en

## ANNEX: DECLARATION OF INPUT

Pursuant to Article 8 of Annex I to the Rules of Procedure, the rapporteur for opinion declares that she included in her draft opinion input on matters pertaining to the subject of the file that she received, in the preparation of the draft opinion, from the following interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register<sup>1</sup>, or from the following representatives of public authorities of third countries, including their diplomatic missions and embassies:

<b>1. Interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register</b>
Terna spa - Reg. Number 937812815077-68
Snam S.p.A. - Reg. Number 284336314886-25
Ferrovie dello Stato S.p.A. - REG Number 1954267427-31
Community of European Railway and Infrastructure Companies - Reg. Number 7574621118-27
<b>2. Representatives of public authorities of third countries, including their diplomatic missions and embassies</b>

The list above is drawn up under the exclusive responsibility of the rapporteur for opinion.

Where natural persons are identified in the list by their name, by their function or by both, the rapporteur for opinion declares that she has submitted to the natural persons concerned the European Parliament's Data Protection Notice No 484 (<https://www.europarl.europa.eu/data-protect/index.do>), which sets out the conditions applicable to the processing of their personal data and the rights linked to that processing.

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<sup>1</sup> Interinstitutional Agreement of 20 May 2021 between the European Parliament, the Council of the European Union and the European Commission on a mandatory transparency register (OJ L 207, 11.6.2021, p. 1, ELI: [http://data.europa.eu/eli/agree\\_interinst/2021/611/oj](http://data.europa.eu/eli/agree_interinst/2021/611/oj)).