



Connecting Europe Facility 3–proposal for amendments by Inland Waterways and Port Sector

20 November 2025

European Commission	Proposal for amendment	Comments
2025/0221 (COD)		
<p style="text-align: center;">Proposal for a</p>		
<p style="text-align: center;">REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</p>		
<p style="text-align: center;">establishing the Connecting Europe Facility for the period 2028-2034, amending Regulation (EU) 2024/1679 and repealing Regulation (EU) 2021/1153</p>		
<p>THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,</p>		
<p>Having regard to the Treaty on the Functioning of the European Union, and in particular Article 172, first paragraph, and Article 194(2) thereof,</p>		

European Commission	Proposal for amendment	Comments
Having regard to the proposal from the European Commission,		
After transmission of the draft legislative act to the national parliaments,		
Having regard to the opinion of the European Economic and Social Committee ¹ ,		
Having regard to the opinion of the Committee of the Regions ² ,		
Acting in accordance with the ordinary legislative procedure		
Whereas:		
(2) Efficient transportation of people ³ 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	(2) Efficient transportation of people ⁵ 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	

¹ *OJ L..., p.

² *OJ L..., p.

³ Including persons with reduced mobility and disabilities.

⁵ Including persons with reduced mobility and disabilities.

European Commission	Proposal for amendment	Comments
<p>sustainable transport system is a condition to meet the Union’s climate 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 Europe⁴, 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</p>	<p>condition to meet the Union’s climate 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 Europe⁶, 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</p>	

⁴ Mario Draghi, “A competitiveness strategy for Europe”, September 2024, https://commission.europa.eu/topics/eu-competitiveness/draghi-report_en

⁶ Mario Draghi, “A competitiveness strategy for Europe”, September 2024, https://commission.europa.eu/topics/eu-competitiveness/draghi-report_en

European Commission	Proposal for amendment	Comments
maritime supply routes used for the Union’s external trade.	hinterland and maritime supply routes used for the Union’s external trade.	Maritime supplies originate or have their destination in the hinterland. The full origin-destination chain of supplies must be taken into account for the effective functioning of the EU internal market and external trade.
(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, 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.	In order to achieve the objectives laid down in Regulation (EU) 2024/1679, it is necessary to financially support the development of projects of common interest with cross-border dimension through new or upgraded infrastructure that removes bottlenecks and resolves missing links to international traffic 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.	The cross-border dimension should cover projects of common interest that are necessary for removing bottlenecks and resolving missing links in international traffic. This should include projects located within national territories that impact corridor continuity and reliability.
HAVE ADOPTED THIS REGULATION:		
<i>Article 2</i> Definitions		
For the purpose of this Regulation, the following definitions apply:		

European Commission	Proposal for amendment	Comments
1. 'action' means any activity which has been identified as financially and technically independent, has a set timeframe and is necessary for the implementation of a project;		
	1a. 'beneficiary' means an entity with legal personality with which a grant agreement has been signed;	For the sake of clarity
4. 'sustainable trans-European transport network' means a trans-European transport network fulfilling the requirements laid down in Articles 5 and 45 of Regulation (EU) 2024/1679;	4. 'sustainable trans-European transport network' means a trans-European transport network fulfilling the requirements laid down in Articles 5 on a resource-efficient and resilient network and environmental protection and Article 45 on new technologies and innovation of Regulation (EU) 2024/1679;	For the sake of clarity
5. 'smart trans-European transport network' means a trans-European transport network fulfilling the requirements laid down in Articles 43 and 45 of Regulation (EU) 2024/1679;	5. 'smart trans-European transport network' means a trans-European transport network fulfilling the requirements laid down in Articles 43 on information and communication technology systems for transport and Article 45 on new technologies and innovation of Regulation (EU) 2024/1679;	For the sake of clarity
6. 'resilient trans-European transport network' means a trans-European transport network fulfilling the requirements laid down in Article 46 of Regulation (EU) 2024/1679;	6. 'resilient trans-European transport network' means a trans-European transport network fulfilling the requirements laid down in Article 5 on a resource-efficient and resilient network and environmental protection and Article 46 on the	For the sake of clarity

European Commission	Proposal for amendment	Comments
	resilience of infrastructure of Regulation (EU) 2024/1679;	
7. ‘military mobility’ means the ability of the European Union and its Member States to rapidly and effectively transport, move and deploy military personnel, equipment, and supplies within and across the borders of Member States, ensuring timely and effective response of Member States Armed forces;	7. ‘military mobility’ means the ability of the European Union and its Member States to rapidly, regularly and effectively transport, move, deploy and sustain military personnel, equipment, and supplies within and across the borders of Member States, ensuring timely and effective response of Member States-Armed forces;	Effective Armed forces require regular and sustained supplies, not just rapid supplies.
	7a. ‘dual-use transport infrastructure’ means a transport network infrastructure that addresses both civilian and military mobility;	For the sake of clarity
9. ‘works’ means the purchase, supply and deployment of components, systems and services including software, the carrying out of development and construction and installation activities relating to a project, the acceptance of installations and the launching of a project;	9. ‘works’ means the purchase, supply and deployment of components, systems and services including software, the carrying out of development, upgrading and construction and installation activities relating to a project, the acceptance of installations and the launching of a project;	
	9a. ‘global project’ means a large-scale project with cross-border dimension that is broken down into several actions and that benefits from several grant agreements;	For the sake of clarity and in line with recital 22

European Commission	Proposal for amendment	Comments
<p style="text-align: center;"><i>Article 3</i> Programme objectives</p>		
<p>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 energy; and to facilitate synergies among the transport and energy sectors.</p>	<p>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; <u>to ensure physical and cyber protection as well as the preparedness and resilience of existing and planned critical transport and energy infrastructure</u>; to facilitate cross-border cooperation in the field of renewable energy; and to facilitate synergies among the transport and energy sectors.</p>	<p>Add dimension of security and cybersecurity of critical infrastructure: This is essential for the preparedness and resilience of critical waterway infrastructure (even beyond the transport functions, as incidents on waterway infrastructure can have severe impacts on water security for society, agriculture, energy and industry).</p>
<p>2. The Programme has the following specific objectives:</p>		
<p>(a) in the transport sector:</p>		
<p>(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:</p>	<p>(i) to contribute to the development of projects of common interest relating to seamless, interconnected, interoperable, decarbonised, smart, safe, sustainable, resilient, secure and multimodal transport networks in accordance with Regulation (EU) 2024/1679, in particular through:</p>	

European Commission	Proposal for amendment	Comments
<p>(1) actions relating to the projects of common interest with cross-border dimension implementing the trans-European transport network, including actions on the indicative sections listed in the Annex to this Regulation;</p>	<p>(1) actions relating to the projects of common interest with cross-border dimension, including projects and ports on national territory that ensure international traffic and hinterland connectivity and which are indispensable for reaching the objectives of the related actions, implementing the trans-European transport network, and including actions on the indicative sections listed in the Annex to this Regulation</p>	<p>Projects on national territory that remove bottlenecks for international traffic should be included in the cross-border dimensions. This is especially important for waterway transport where 75% of operations are cross-border and waterways have almost no bypasses, so ensuring cross-border connectivity through the removal of bottlenecks on international TEN-T core network of rivers and canals is essential.</p> <p>In addition, sea and inland ports primarily fulfil a cross-border function, acting as hubs for Europe-wide logistics, particularly given the strong cross-border nature of rail and inland waterway transport.</p>
<p>(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;</p>	<p>(2) actions relating to the projects of common interest with Union dimension relating to the completion of a smart, resilient, safe, decarbonised and sustainable trans-European transport network;</p>	<p>Union dimension is a new term and its meaning is undefined and unclear.</p>
<p>(3) actions relating to the projects of common interest with cross-border dimension with third countries implementing the trans-European transport network in accordance with Article 9 of Regulation (EU) 2024/1679;</p>		
<p>(ii) to adapt parts of the trans-European transport network for the dual use of the transport infrastructure with a view to improving both civilian and military mobility, focusing on the four EU Priority Military Mobility Corridors identified by Member</p>	<p>(ii) to adapt parts of the trans-European transport network for the dual use of the transport and port infrastructure with a view to improving both civilian and military mobility, focusing on the four EU Priority Military Mobility Corridors identified</p>	<p>Both sea and inland ports are primary nodes for military mobility activities, as very few other locations combine all the necessary skills and infrastructure. As such, this role has to be recognised and included.</p>

European Commission	Proposal for amendment	Comments
States-in Annex II to the ‘Military Requirements for Military Mobility within and beyond the Union, as approved by the Council on 18 March 2025 and with reference ST 6728/25 ADD1;	by Member States in Annex II to the ‘Military Requirements for Military Mobility within and beyond the Union, as-approved by the Council on 17 March 2025 and <u>in any subsequent revision approved thereafter; and the most critical bypasses in order to ensure redundancy of the TEN-T Network and the Military Mobility Corridors;</u>	
	<u>(iii NEW) to contribute to the development of projects in ports given their important geostrategic role as cross-border multimodal nodes which serve as transport hubs, industrial clusters, military mobility and energy hubs.</u>	
<i>Article 9 Eligibility</i>		
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.	5. As regards actions referred to in Article 3(2), point (a) (i) , 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.	
6. Grant proposals shall be submitted by one or more Member States or with the approval of the	6. Grant proposals shall be submitted by one or more Member States or with the approval of the	

European Commission	Proposal for amendment	Comments
Member States concerned by the project of common interest or project of mutual interest.	Member States concerned by the project of common interest or project of mutual interest.	
7. Award procedures for grants or parts thereof, that are already fully financed from other public or private sources, except contributions from the Union in the context of synergy actions referred to in Article 6, shall not be eligible for funding.	7. Award procedures for grants or parts thereof, that are already fully financed from other public or private sources, except contributions from the Union in the context of synergy actions referred to in Article 6, shall not be eligible for funding.	Maturity of projects requires national co-financing. CEF-funding is required to accelerate and improve projects.
8. The work programme referred to in Article 110 of Regulation (EU, Euratom) 2024/2509 or the documents related to the award procedure may further specify the eligibility criteria set out in this Regulation or set additional eligibility criteria for specific actions.	8. The work programmes referred to in Article 12 of this Regulation and Article 110 of Regulation (EU, Euratom) 2024/2509 or the documents related to the award procedure may further shall in particular specify:	
	a) expected results;	
	b) actions supported, including studies and works;	
	c) indicative timetable;	
	d) indicative amounts available;	
	e) form of Union contribution;	

European Commission	Proposal for amendment	Comments
	f) <u>co-financing rates;</u>	
	g) <u>the eligibility criteria set out in this Regulation or set additional eligibility criteria for specific actions;</u>	
	h) <u>selection and award criteria.</u>	
<p><i>Article 10</i> Complementary rules for grants</p>		
<p>2. The grant agreement may be amended or terminated on the basis of the conditions set out in paragraph 1.</p>		
	<p><u>Before any decision regarding the reduction or termination of a grant is taken, the case shall be examined comprehensively and the beneficiaries concerned shall be given the possibility to submit their observations within a reasonable time-frame.</u></p>	
<p>4. Without prejudice to the use of competitive procedures wherever appropriate in accordance with Article 192(1) of Regulation (EU, Euratom) 2024/2509 and in addition to Article 198 of that Regulation, the work programme referred to in Article 12 of this Regulation may, where duly justified with reference to the need to facilitate completion of a global project, specify an action and beneficiaries,</p>	<p>4. Without prejudice to the use of competitive procedures wherever appropriate in accordance with Article 192(1) of Regulation (EU, Euratom) 2024/2509 and in addition to Article 198 of that Regulation, the work programme referred to in Article 12 of this Regulation may, where duly justified with reference to the need to facilitate completion of a global project, specify an action</p>	

European Commission	Proposal for amendment	Comments
<p>and set out an amount up to which proposals may be invited for extension of ongoing or completed actions under the Programme, while ensuring equal treatment and transparency in line with Article 191 of Regulation (EU, Euratom) 2024/2509. The award for ongoing actions may take the form of an amendment to the original action by adding new activities and increasing the maximum Union contribution. The commitment appropriations referred to in paragraph 3 of this Article shall be used to cover the amounts reserved in the work programme for such awards.</p>	<p>and beneficiaries, and set out an amount up to which proposals may be invited for extension of ongoing or completed actions under the Programme, while ensuring equal treatment and transparency in line with Article 191 of Regulation (EU, Euratom) 2024/2509. The award for ongoing actions may take the form of an amendment to the original action by adding new activities and increasing the maximum Union contribution to be used by the beneficiaries of this original grant agreement for the completion of the global project. The commitment appropriations referred to in paragraph 3 of this Article shall be used to cover the amounts reserved in the work programme for such awards.</p>	
<p style="text-align: center;"><i>Article 12</i> Work programme</p>		
<p>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).</p>	<p>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 examination procedure referred to in Article 15(3).</p>	
	<p style="text-align: center;">Article 12a Granting of Union financial support</p>	

European Commission	Proposal for amendment	Comments
	<p><u>Following every call for proposals based on the work programmes referred to in Article 12, the Commission shall adopt an implementing act setting the amount of financial support to be granted to the projects selected or to parts thereof and specifying the conditions and methods for their implementation. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(3).</u></p>	
<p><i>Article 13</i> Delegated acts</p>		
<p>Subject to Article 172, second paragraph, TFEU, the Commission is empowered to adopt delegated acts in accordance with Article 15 of this Regulation to amend the Annex to this Regulation regarding the indicative list of projects.</p>	<p>Subject to the approval of the Member State concerned in accordance with Article 172, second paragraph, TFEU, the Commission is empowered to adopt delegated acts in accordance with Article 145 of this Regulation to amend the Annex to this Regulation regarding the indicative list of projects.</p>	
<p><i>Article 15</i> Committee procedure</p>		
<p>3. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.</p>	<p>Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.</p>	

European Commission	Proposal for amendment	Comments
	<p>3a. For matters concerning the procedure referred to in Article 12(3), where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.</p>	
ANNEX		
<p>Indicative list of projects of common interest with cross-border dimension as referred to in Article 3(2)(a) first intend</p>	<p>Indicative list of projects of common interest with cross-border dimension as referred to in Article 3(2)(a) first intend</p>	<p>Given the importance of inland waterway transport for modal shift within the Union and neighbouring countries and the effective functioning of the inland market, we propose the inclusion of the relevant waterway sections for international traffic in the corridors.</p> <p>Its rationale is linked to a fully functioning TEN-T inland waterway transport network on which major EU industries rely for their supplies. It is also important to ensure multimodal capacity for military mobility as back-up options are essential. This network is by definition cross-border and requires further upgrading to ensure reliable international traffic. This proposal is fully in line with Annex III of the TEN-T regulation 2024/1679. It is also in line with the inclusion of TEN-T ports under Waterborne in this Commission proposal. The hinterland connections between TEN-T sea and inland ports are only functional when the connecting waterways are included.</p>
	<p>Atlantic Corridor ES-PT Douro river (Vega de Terrón – Foz do Douro)</p>	<p>The cross-border link Douro river (Via Navegável do Douro), see the Annex PART III TRANSPORT CORE NETWORK CORRIDORS of REGULATION (EU)</p>

European Commission	Proposal for amendment	Comments
		2021/1153 establishing the Connecting Europe Facility should be maintained.
	<p>Mediterranean Corridor</p> <p><u>Po river , including their navigable tributaries and connected canals (inland waterway)</u></p>	<p>REGULATION (EU) 2021/1153 establishing the Connecting Europe Facility, Annex PART III TRANSPORT CORE NETWORK CORRIDORS included:</p> <p>Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste (inland waterways)</p>
	<p>North Sea – Rhine – Mediterranean Corridor</p> <p><u>FR-BE-NL-DE-LU Seine – Scheldt Network and the related Seine, Scheldt, Meuse, Rhine and Rhône river basins, including their navigable tributaries and connected canals (inland waterway)</u></p>	<p>REGULATION (EU) 2021/1153 establishing the Connecting Europe Facility, Annex PART III TRANSPORT CORE NETWORK CORRIDORS included:</p> <p>Seine – Scheldt Network and the related Seine, Scheldt and Meuse river basins Rhine-Scheldt corridor, Albertkanaal/Canal Albert and Kanaal Bocholt-Herentals Basel – Antwerpen/Rotterdam – Amsterdam (inland waterways)</p>
	<p>Nort Sea – Baltic Corridor</p> <p><u>DE-PL Berlin – Szczecin <u>by rail and inland waterways</u></u></p> <p><u>NL-DE Mittellandkanal; western German canals, Rhine, Waal, Noordzeekanaal, IJssel, Twentekanaal</u></p>	<p>REGULATION (EU) 2021/1153 establishing the Connecting Europe Facility, Annex PART III TRANSPORT CORE NETWORK CORRIDORS included:</p> <p>The cross-border link Świnoujście/Szczecin – Berlin, Rail and inland waterways</p> <p>The links Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals; Rhine, Waal; Noordzeekanaal, IJssel, Twentekanaal</p>

European Commission	Proposal for amendment	Comments
	(inland waterway)	
	<p>Rhine – Danube Corridor</p> <p><u>DE-CZ Elbe river including navigable tributaries and connected canals</u></p> <p>DE-AT-SK-HU-HR-BiH-RS-RO-BG-MD-UA Rhine – Danube (inland waterway) <u>including their navigable tributaries and connected canals</u></p>	<p>REGULATION (EU) 2021/1153 establishing the Connecting Europe Facility, Annex PART III TRANSPORT CORE NETWORK CORRIDORS included:</p> <p>Hamburg – Dresden – Praha – Pardubice (inland waterways)</p> <p>Danube (Kehlheim – Constanța/Midia/Sulina) and the related Váh, Sava and Tisza river basins</p>