

Proposals 2028-2034





- 1. Connecting Europe Facility (CEF)**
 - 2. European Competitiveness Fund (ECF)**
 - 3. Global Europe**
 - 4. National and Regional Partnership Plans**
 - 5. Own resources**
 - 6. Next Steps**
-

**Connecting Europe Facility
COM(2025)547**

- Projects with **cross-border** dimension TEN-T and TEN-E (Recital 4: cross-border, including ports and their hinterland connections, TEN-T ports, ...)
- Projects for military mobility (**dual-use** infrastructure -> ports)
- Projects in the field of **renewable energy** (infrastructure)

**European Competitiveness
Fund
COM (2025)555**

- Scaling up and deployment of cutting-edge **innovative** solutions for the decarbonisation, digitalisation, sustainability and resilience of transport and energy
- **Clean, multimodal and digitalised, safe transport and mobility solutions**, including infrastructure (also **ports**)

**Horizon
COM(2025)543**

- Research and Innovation in transport and energy sectors

**Global Europe
COM (2025) 551**

- Extension TEN-T to candidate countries
- Transport and energy infrastructure in third countries

**National and Regional
Partnership Plans
Main COM (2025) 565**

- « Other » TEN-T network investments (also cohesion)

1. Connecting Europe Facility

Proposal 2028-2034

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



CEF Proposal 2028-2034 - EUR 81.4 billion

1: **CEF Transport** – EUR 51.5 billion

- including Military Mobility **EUR 17.7 billion (1/3)**

2: **CEF Energy** – EUR 29.9 billion

Objective -> build, develop, secure, modernise, and complete the trans-European networks (TEN-T) in the transport and energy sectors.

Comparison CEF Proposal 2021-2027 - EUR 31.7 billion

- Transport: EUR 22.9 billion
- Energy: EUR 5.2 billion
- Digital: EUR 1.8 billion

=> Limited envelope for ports in 2021-2027 because of 1) large commitment for Rail Baltica and 2) aid to Ukraine.



1. Connecting Europe Facility (CEF) | Proposal 2028-2034



CEF Transport (EUR 51.5 billion)

- CEF Transport must contribute to the EU's long-term objectives for the completion of the **TEN-T** core network by 2030 and the completion of the extended core network by 2040.
- **CEF Transport will concentrate on infrastructure projects with a strong cross-border dimension.**
- Other focus of CEF Transport is to provide EU funding for implementing **dual-use civilian-military transport projects**, including expanding **ports terminals**.
- The **military mobility** (EUR 17.7 billion) and dual use infrastructure focus, will be another way to ensure sufficient funding is provided for ports.

From a ports' perspective, it will be important to ensure that ports (infrastructure) are recognised as cross-border entities in the upcoming negotiations on the new CEF programme.

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



CEF Transport (EUR 51.5 billion)

Ports and cross-border links in proposal

- Recital 4 states: *“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.”*
- The **annex** to the CEF proposal provides an indicative list of projects of common interest with a **cross-border dimension**, as referred to in **Article 3(2)(a)** of the **CEF proposal**. This list includes key European corridors, as well as the European Maritime Space and **TEN-T ports** in general.

This offers some valuable links to port infrastructure related to the cross-border dimension!

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



CEF Energy (EUR 29.9 billion)

- CEF Energy must support the implementation of key cross-border projects that contribute to better interconnection of Member States' **electricity, hydrogen and CO₂ networks**, the digitalisation of energy grids, the development of **offshore grids**, and the integration of **storage and electrolyser capacities into the grids**.

CEF Energy will provide funding for two types of cross-border energy projects (P.3: 'Reason and Objectives')

1. *Energy infrastructure projects in the electricity, hydrogen and carbon dioxide transport sectors that have a significant cross-border impact and have been awarded the status of a PCI or PMI under the TEN-E Regulation.*
2. *Cross-border projects in the field of renewable energy that are based on a cooperation agreement between Member States under the Renewable Energy Directive.*

Synergies between **TEN-T Transport** and **Energy** will also be supported under the new CEF.

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



Deepdive CEF proposal | Texts

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



Recital 4

(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.

Article 54

Work plan of the European Coordinator

1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest by 19 July 2026 and every four years thereafter, a work plan that provides a detailed analysis of the state of implementation of the corridor or horizontal priority under his or her competence and its compliance with the requirements of this Regulation, as well as the priorities for its future development.

2. The work plan shall be prepared in close cooperation with the Member States concerned, and where relevant the neighbouring countries which are part of the European Transport Corridor, and in consultation with the Corridor Forum and rail freight governance, or consultative Forum of the horizontal priority. The work plan of a European Transport Corridor shall be approved by the Member States concerned. Neighbouring countries which are part of a European Corridor shall be consulted. The Commission shall submit the work plan for information to the European Parliament and the Council.



Official Journal
of the European Union

EN
L series

2024/1679

28.6.2024

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

(Text with EEA relevance)

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



Article 2

Article 2

Definitions

For the purpose of this Regulation, the following definitions apply:

- 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;
- 2. ‘trans-European transport network’ means the trans-European transport network referred to in Regulation (EU) 2024/1679;

²⁴ OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2016/512/oj.
²⁵ Commission Implementing Regulation (EU) 2021/1328 of 10 August 2021 specifying the infrastructure requirements applicable to certain categories of dual-use infrastructure actions pursuant to Regulation (EU) 2021/1153 of the European Parliament and of the Council (OJ L 288, 11.8.2021, p. 37, ELI: http://data.europa.eu/eli/reg_impl/2021/1328/oj).

- 3. ‘project of common interest’ means a project of common interest as defined in Article 3, point (1), of Regulation (EU) 2024/1679 or Article 2, point (5), of Regulation (EU) 2022/869;
- 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;

- 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
- 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;
- 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;
- 8. ‘studies’ means activities needed to prepare project implementation, such as preparatory, mapping, feasibility, evaluation, testing and validation studies, including in the form of software, and any other technical support measure, including prior action to define and develop a project and decide on its financing, such as reconnaissance of the sites concerned and preparation of the financial package;
- 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;
- 10. ‘project of mutual interest’ means a project of mutual interest as defined in Article 2, point (6), of Regulation (EU) 2022/869;
- 11. cross-border project in the field of renewable energy means any of the following:
 - (a) a project for the production of renewable energy which is included in a cooperation agreement within the meaning of Articles 8, 9, 11 or 13 of Directive (EU) 2018/2001;
 - (b) a storage project, including co-located energy storage within the meaning of Article 2, point (44d), of Directive (EU) 2018/2001, that supports the integration of renewable energy into the energy system of the Union, except for energy storage facilities within the meaning of Annex II, point (1)(c), of Regulation (EU) 2022/869 ~~and that is included in a similar arrangement between two or more Member States, or between one or more Member States and one or more third countries.~~

RED

TEN-E

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



Article 3

Article 3

Programme objectives

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

23

E

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.

2. The Programme has the following specific objectives:

(a) in the transport sector:

- (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:

(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;

(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;

(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;

- (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 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;

TEN-T

Annex: Indicative list of projects of common interest with cross-border dimension (EU corridors and TEN-T ports listed)

TEN-T

Article 9: cooperation with third countries

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



Article 4

Article 4

Budget

1. The indicative financial envelope for the implementation of the Programme for the period 2028- 2034 is set at EUR 81 428 000 000 in current prices.
2. The distribution of the amount referred to in paragraph 1 shall be indicatively as follows:
 - (a) EUR 51 515 000 000 for the specific objectives on transport and military mobility referred to in Article 3(2), point (a);
 - (b) EUR 29 912 000 000 for the specific objectives on energy referred to in Article 3(2), point (b).
3. Budgetary commitments for activities extending over more than one financial year may be broken down over several years into annual instalments.
4. Appropriations may be entered in the Union budget beyond 2034 to cover the expenses necessary and to enable the management of actions not completed by the end of the Programme.
5. The financial envelope referred to in paragraph 1 of this Article and the amounts of additional resources referred to in Article 5 may also be used for technical and administrative assistance for the implementation of the Programme and of the sector-specific guidelines in Regulation (EU) 2024/1679 or Regulation (EU) 2022/869, such as preparatory, monitoring, control, audit and evaluation activities, corporate information technology systems and platforms, information and communication activities, including corporate communication on the political priorities of the Union, and all other technical and administrative assistance or staff-related expenses incurred by the Commission for the management of the Programme.

Transport + Military Mobility

Energy

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



Article 10

Article 10

Complementary rules for grants

1. In addition to the grounds for reduction set out in Article 132(4) of Regulation (EU, Euratom) 2024/2509, the amount of the grant may be reduced under the following conditions:
 5. For studies, the amount of Union financial support shall not exceed 50% of the total eligible costs.
 6. For works relating to the specific objective referred to in Article 3(2), point (a), ~~the amount of Union financial support shall not exceed 50% of the total eligible cost.~~ The co-financing rate for actions taking place in Member States with a per capita GNI of less than 90 % of the Union GNI, the amount of Union financial support shall ~~not exceed 75% of the total eligible cost.~~
 7. For works relating to the specific objectives referred to in Article 3(2), point (b), ~~the following shall apply:~~
 - (a) the amount of Union financial support shall not exceed 50% of the total eligible cost;
 - (b) the co-financing rates referred to in point (a) may be increased to a maximum of 75% of the total eligible cost for actions contributing to the development of projects of common interest which, based on the evidence referred to in Article 18(2) of Regulation (EU) 2022/869, ~~provide a high degree of regional or Union wide security of supply, strengthen the solidarity of the Union or offer highly innovative solutions.~~
 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.
 9. The support provided by the Programme shall accelerate or boost investments by addressing market failures or sub-optimal investment situations, in a proportionate manner, avoiding duplication or crowding out, and by incentivising private funding and shall have Union added-value.

CEF Transport objectives

CEF Energy objectives

TEN-E: Article 18: *Eligibility of projects for Union financial assistance, (2) Projects of common interest falling under the energy infrastructure categories ...*

1. Connecting Europe Facility (CEF) | Proposal 2028-2034



Article 11

Article 11

Cross-border projects in the field of renewable energy

1. The Commission shall conduct, at least once a year, a selection of cross-border projects in the field of renewable energy, based on the criteria and procedure set out

N

29

EN

- in this Article, in the delegated act referred to in paragraph 4 of this Article and the related work programme referred to in Article 12.
2. 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.
3. 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.
4. By (day month year) (or 12 months after entry into force of this act), the Commission shall adopt a delegated act in accordance with Article 14 supplementing this Regulation by laying down the specific criteria and procedure for the selection of cross-border projects in the field of renewable energy.
5. The Commission may decide to allocate the Programme budget envisaged for cross-border projects in the field of renewable energy to the Union renewable energy financing mechanism established by Article 33 of Regulation (EU) 2018/1999 where it can achieve the specific objective referred to in Article 3(2), point (b)(ii) of the Regulation, and where it can contribute to the reduction of the costs of capital for renewable energy projects. The total contribution made for the period from 1 January 2028 to 31 December 2034 shall not exceed 5% of the budget of this Programme envisaged for the specific objectives referred to in Article 3(2), point (b).

Delegated act
Specific criteria and procedure of selection cross-border energy projects.

Max 5% of budget
Total contributions for specific objectives article 3(2)b.

Only for cross-border energy, but not (yet) a specific article about cross-border transport.

- (b) in the energy sector,
- (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;
- (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.

CEF procedure - Council



Council (Danish Presidency) wants to move fast:

- By end year finalise Council position
- Every 2 weeks meeting (next 8 October)

2 points already put forward in Compromise text Council:

- Give Member States again more power in the establishment of the working programmes (Commission gives member states only « consultation power »)
- Article 9, point 7 deletion: deletion of a Commission proposal stating that projects that are already fully financed from other public or private sources cannot get funding.

Commission is vague on certain points in the text, probably intentionnally: it seems they want to clarify things further in the working programmes, f.i. cross border in transport

EP: waiting for rapporteurs appointment

=> **Conclusion: no time to loose with the ESPO position**

ESPO position CEF



Intro

☐ **Welcome the CEF proposal (there is a CEF in the end, it has a substantial budget!).**

The proposed transport budget of €51.5 billion under the new CEF Transport is highly welcome for the EU port sector. A strong, dedicated direct budget for Europe's ports within the future CEF-Transport envelope is essential, particularly considering the strategic role as critical logistics and energy hubs and facilitators of military mobility.

☐ **Repeat the strategic, critical foundational character of maritime ports: transport/internal market, cohesion, energy, military mobility.**

☐ **Refer to recital 54 TEN-T Regulation 2024.**

Recital 54: *Being the entry and exit points for the land infrastructure of the trans-European transport network, maritime ports play an important geostrategic role as cross-border multimodal nodes which serve not only as transport hubs, but can also be gateways for trade, industrial clusters, military mobility and energy hubs. As highlighted in the Commission Communication of 18 May 2022 entitled 'RePowerEU Plan', there is a need for diversification of energy supplies, and accelerated roll-out of renewable energy. Maritime ports can contribute to this goal through the deployment of off-shore wind installations, production of green hydrogen and transport and storage of liquefied natural gas. To strengthen synergies between the transport and energy sector in the efforts to decarbonise the Union's economy, maritime ports could also play a role in transporting of carbon dioxide through pipelines or other modes of transport.*

ESPO Position CEF (2):



- ☐ Reference to the 2024 Port Investment Study.
- ☐ Explain shortcomings CEF II: what needs to improve, lack of budget.
- ☐ Plead for a dedicated portfolio for ports in CEF III.
- ☐ Port activities are inherently **cross-border**, as also recognised in the revised TEN-T guidelines, and therefore should be treated as cross-border within the future CEF programme and funding criteria.
- ☐ Underline the important role of ports in building **military preparedness => dual-use investments**.
- ☐ Introduce fast-track mechanisms for funding for projects with high strategically relevance.
- ☐ Within **CEF Energy**, we emphasize the strategic role of ports as crucial locations for strongly interconnecting and scaling up Europe's new energy infrastructure network in the coming years. CEF Energy is crucial to build energy infrastructure and tackle grid congestion in and between European maritime ports.

Concrete proposals for the CEF III proposal



☐ Recital 3

Focuses on the need to facilitate projects in **less connected coastal peripheral outermost** regions. Maybe we can suggest there that ports are of particular importance for enhancing the connectivity to/from these regions.

☐ Recital 4 (there seems to be a word or some words missing in the official text of the proposal)

*In order to achieve the objectives laid down in Regulation (EU) 2024/1679, it is necessary to financially support the development **of the** cross-border **connectivity/dimension**, including **maritime** 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.*

☐ Recital 5 and 6 about dual use and military mobility:

add there as well a sentence about importance of ports

*...The infrastructure for all transport modes **and maritime ports**, should be upgraded to meet the military requirements....*

☐ Recitals 9 to 17 relate to CEF Energy

Should we there also add something on importance to consider ports?

Strengthen the cross-border character of ports in the proposal



Should we propose a definition of ‘**cross-border project in the field of transport**’ (new article 2, paragraph 2b) - in accordance with the definition of « cross-border project in the field of renewable energy ».

See also for reference the definition of cross-border in the TEN-T Regulation: **narrow definition**

Art. 3 – (4): (4)‘**cross-border section**’ means the section which ensures the continuity of a project of common interest on both sides of a border, situated between the closest urban nodes to the border of two Member States or between a Member State and a neighbouring country;

Or do we propose a definition of the « cross border dimension in transport »

Proposal in draft:

Cross-border transport refers to the movement of goods and persons facilitated by infrastructure that connects links within the Trans-European Transport Network (TEN-T). Including maritime ports as cross-border infrastructure within TEN-T, ensuring efficient multimodal connectivity between the maritime and hinterland connections, and acting as crucial gateways for both intra-EU and global transport operations.

To check during meeting DG MOVE CEF unit: 2 October?

Article 3, paragraph 2: propose a dedicated budget line for ports ?



2. The Programme has the following specific objectives:

(a) in the **transport** sector:

(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:

- (1) actions relating to the projects of common interest with **cross-border dimension, including maritime ports**, implementing the trans-European transport network, including actions on the indicative sections listed in the Annex to this Regulation;
- (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;
- (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;

(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 by Member 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;

(iii) to contribute to the development of projects in maritime ports given their important geostrategic role as cross-border multimodal nodes which serve not only as transport hubs, but can also be gateways for trade, industrial clusters, military mobility and energy hubs.

Fast-track mechanisms



- Introduce fast-track mechanisms for funding for projects with high strategically relevance.
- **Port projects that enhance dual-use capabilities, serving both civilian and military logistic, should be prioritized for accelerated EU funding.**

=> Add a paragraph to article 9 (eligibility) or article 10 (complementary rules for grants)?

Annex



The [annex](#) gives « **an indicative list of projects of common interest with cross-border dimension as referred to in Article 3(2) (a) first intend** »

While ESPO can not interfere in the individual wishes of ports to add links, it would be good to be informed of any inaccuracies, mistakes in the list of the Annex, which is ordered by corridor.

The Annex foresees a specific line « European Maritime space and TEN-T ports » under a heading « **Waterborne** ».

=> *Are we fine with that? Proposal to specify : « **maritime ports** »*

Overview of feedback received so far on the draft position



1. Overall general support
2. Except for: the fast track mechanism for projects of strategic relevance : *should we delete it? Or make it a general point asking for less burdensome procedures when applying for CEF funding*
3. Support for the extra emphasis we want to put on ports as cross border entities, but not clear if we need to have a definition: *is that the best way to guarantee that ports are cross border? Take decision after meeting with Philippe Chantraine (author of the CEF?)*
4. Do we specify « maritime ports » or we leave it unclear as « ports », which sometimes includes inland ports sometimes not?
5. Ask for **explicit eligibility of major port extensions and land-reclamation works** within the new CEF, including feasibility-study financing
6. Advocate for **higher EU-funding rates** and a **fast-track mechanism** for large, dual-use projects?
7. Adapted co-financing rules and simplified procedures for medium and smaller port authorities.
8. Financial support for project preparation (studies, environmental permitting, technical design) and capacity building, in order to ensure a fair access to funding across ports of all sizes.

Let's discuss!

2. European Competitiveness Fund

Proposal 2028-2034

2. European Competitiveness Fund (ECF) | Proposal 2028-2034



ECF Proposal 2028-2034 - EUR 451 billion

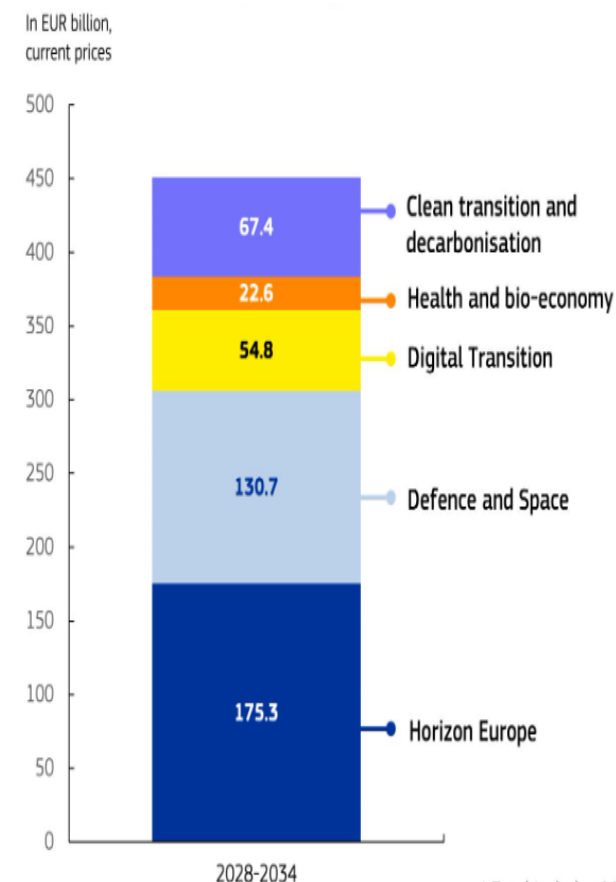
**including EUR 41.2 billion from Innovation Fund*

4 policy windows

- 1. Clean Transition and Industrial Decarbonisation (EUR 67.4 billion)**
- 2. Digital Leadership (EUR 54.8 billion)**
- 3. Health, Biotech, Agriculture and Bioeconomy (EUR 22.6 billion)**
- 4. Resilience and Security, Defence Industry and Space (EUR 130.7 billion)**

Horizon Europe proposal (part of ECF) – EUR 175.3 billion

- 1. Excellent science (EUR 44.1 billion)**
- 2. Competitiveness and society (EUR 78.9 billion)**
- 3. Innovation (EUR 38.8 billion)**
- 4. European Research Arena (EUR 16.2 billion)**



2. European Competitiveness Fund (ECF) | Proposal 2028-2034



EUROPEAN COMPETITIVENESS FUND

ECF InvestEU+ Investment Instrument

Project Advisory, SME collaboration, skills development, Access to funding

Policy window
Clean Transition and Industrial Decarbonisation

Policy window
Digital Leadership

Policy window
Health, Biotech, Agriculture and Bioeconomy

Policy window
Resilience and Security, Defence industry and Space

HORIZON EUROPE

Pillar 1 Excellent Science

- European Research Council
- Marie Skłodowska-Curie Actions
- Joint Research Centre

Pillar 2 Competitiveness and society

- Competitiveness (*)
- Society

Pillar 3 Innovation

- European Innovation Council
- Innovation ecosystems

Pillar 4 European Research Area

- R&I systems
- Research and technology infrastructure
- Widening participation

2. European Competitiveness Fund (ECF) | Proposal 2028-2034



ECF Policy Window 1

Clean Transition and Industrial Decarbonisation (EUR 67.4 billion)

- ECF will play a key role in supporting the **implementation of the Clean Industrial Deal** (Industrial Decarbonisation Bank incorporated in ECF).
- Also focus on **decarbonisation of the transport sector** (sustainable fuels and the associated infrastructure).
- ECF should also provide targeted intervention mechanisms to **support actions of strategic and economic importance** to the EU.

Specific activities to support clean transition and industrial decarbonisation policies - article 33, e.g.:

- *Clean energy and decarbonisation solutions in industry, including electrification of energy intensive industries and carbon capture, storage and utilisation (CCS/CCU).*
- *Sourcing, production, storage, distribution and uptake of sustainable fuels, facilitating decarbonisation of mobility.*
- *Clean, multimodal and digitalised, safe transport and mobility solutions, including infrastructure (**e.g. charging infrastructure and ports**).*

2. European Competitiveness Fund (ECF) | Proposal 2028-2034



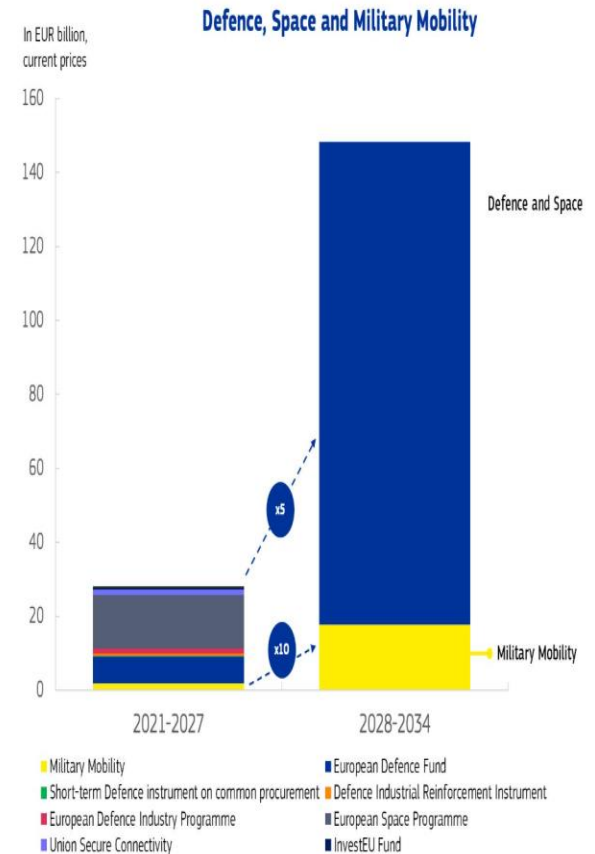
ECF Policy Window 4

Resilience and Security, Defence industry and Space window (EUR 130.7 billion)

- Tackle growing security challenges and hybrid threats, such as **cybercrime**, **climate-related disasters**, and **attacks on critical infrastructure**.
- Civil industrial security, focus includes **strengthening the resilience of critical and dual-use infrastructure** and technologies, including **critical energy infrastructure**.
- Border control, protection external borders, **maritime security**, customs security.

Specific activities to support resilience, security and defence - article 42, 44, 49, 80, e.g.:

- *Support to resilience policy and strategic autonomy should strengthen raw materials value chains, including through diversification of the supply of critical raw materials.*
- ***Military logistics enablement: activities related to enhancement of military mobility in the Union by supporting dual use of civilian-military assets, including infrastructure.***
- *Security and resilience of critical civil infrastructures, in particular against hybrid threats.*
- *Technologies, capabilities and solutions for the control of goods and persons at borders, protection borders and **logistical hubs**, maritime security, surveillance/customs security.*



2. European Competitiveness Fund (ECF) | Proposal 2028-2034



Horizon Europe (part of ECF) – EUR 175 billion

-> Competitiveness, scientific technological base, and challenges based on research/innovation.

Focus of Horizon Europa (possible projects)

- Developing automated transport and mobility in Europe
- Water resilience for building a water-smart economy
- Data sovereignty and AI
- Fusion energy
- ...

Pillar I	Pillar II	Pillar III	Pillar IV
EXCELLENT SCIENCE	COMPETITIVENESS AND SOCIETY	INNOVATION	EUROPEAN RESEARCH AREA
€44.079 BILLION	€75.876 BILLION	€38.785 BILLION	€16.262 BILLION
EUROPEAN RESEARCH COUNCIL	COMPETITIVENESS ¹ : 1. Clean Transition and Industrial Decarbonisation 2. Health, Biotech, Agriculture and Bioeconomy 3. Digital leadership 4. Resilience and Security, Defence Industry and Space	EUROPEAN INNOVATION COUNCIL	ERA POLICIES
MARIE SKŁODOWSKA-CURIE ACTIONS		INNOVATION ECOSYSTEMS AND THE KNOWLEDGE TRIANGLE	RESEARCH AND TECHNOLOGY INFRASTRUCTURES
SCIENCE FOR EU POLICIES	SOCIETY: 1. Global societal challenges 2. EU Missions 3. New European Bauhaus Facility		WIDENING PARTICIPATION AND SPREADING EXCELLENCE

2. European Competitiveness Fund (ECF) | Proposal 2028-2034



Deepdive ECF proposal | Texts

2. European Competitiveness Fund (ECF) | Proposal 2028-2034



Article 33 -> Policy Window: Clean Transition and Industrial Decarbonisation

Article 33

Specific activities to support clean transition and industrial decarbonisation policies

1. Support for clean transition, and industrial decarbonisation window shall be implemented in particular through the following activities:
- (a) "LIFE activities": providing support to bottom-up projects for the demonstration, testing and market uptake of innovative solutions and best practices in clean transition and industrial decarbonisation and awareness raising on climate and environment to relevant governance levels.

(b) Energy efficiency, energy storage, demand-response, domestic transmission and distribution grids, digitalisation of energy systems, integrated renewable energy, energy renovations, and heating and cooling solutions, systems and services.

(c) Clean energy and decarbonisation solutions in industry, including electrification of energy intensive industries and carbon capture, storage and utilisation (CCS/CCU), and in cities, in particular for energy, transport and buildings.

(d) Sourcing, production, storage, distribution and uptake of sustainable fuels, facilitating decarbonisation of mobility.

(e) Clean, multimodal and digitalised, safe transport and mobility solutions, including mobile assets (e.g. vehicles, vessels including fishing vessels, aircrafts, rolling stocks) and infrastructures (among others charging infrastructure, ports or high speed rail), systems and operations.

(f) Supporting the development and deployment of smart mobility, including vehicles, infrastructure, connected and automated mobility, smart traffic management systems and related services.

Examples

Grids

CC(U)S

Sustainable fuels

Transport/infrastructure
(including ports)

Smart mobility

2. European Competitiveness Fund (ECF) | Proposal 2028-2034



Article 33 -> Policy Window: Clean Transition and Industrial Decarbonisation

- (g) Clean tech manufacturing and its supply chain, including through financial support to Strategic Projects under Regulation (EU) 2024/1735, scaling up the manufacturing capacity of net-zero technologies and their supply chains, and by ramping up of existing production lines.
- (h) Strengthening Union capacity in innovation and industrial deployment of advanced manufacturing and advanced materials.
- (i) Circular economy, water efficiency, ocean health and environmental policy, including solutions to protect, restore and improve the quality of the environment, including the air, water, marine and soil, and to halt and reverse biodiversity loss and

Examples
Circularity

58

EN

- to tackle the degradation of ecosystem, sustainable solutions for climate action in agri-food and forestry supply chains.
- (j) Climate and water resilience.
 - (k) Pollution prevention, control and remediation.
 - (l) Investment, innovation, and modernisation in sustainable blue economy sectors such as shipbuilding and shipping, offshore energy, ocean observation technologies, blue tech and preserving ecosystems.
 - (m) Sustainability and clean transition of SMEs, including in tourism, construction and other economic sectors.
 - (n) Market uptake, capacity building and skills development for the clean transition, including clean energy transition and energy demand side activities (for example NetZero Industry Academies) and transition towards sustainable and safe mobility and sustainable tourism in cities, rural areas, communities, and buildings.
 - (o) Support actions for the development, implementation, monitoring and enforcement of relevant Union legislation and policy. This includes supporting the relevant institutions, the cooperation between national authorities and with stakeholders, studies, the development and deployment of tools and infrastructures, including IT infrastructure and tools.

Climate/water resilience

Blue economy
(shipbuilding, shipping, offshore energy, etc.)

Sustainable tourism

2. European Competitiveness Fund (ECF) | Proposal 2028-2034



Article 42 -> Policy Window: Resilience and Security, Defence industry and Space window

Article 42

Specific activities to support resilience policies

- 1. Support to Resilience policy shall reinforce the strategic autonomy, economic security and the resilience of the Union industry by strengthening the different stages of the raw materials value chain, including through diversification of the supply of critical raw materials from third countries.
- 2. Support for resilience policy shall be implemented in particular through the following activities:
 - (a) support for the strengthening of the EU capacity in exploration, extraction, processing and recycling of raw materials;
 - (b) purchasing of raw materials, in line with economic security needs and the green and digital transition objectives, in order to reduce the risk of supply disruptions for companies in the EU, including for establishing and managing stockpiles of critical raw materials in coordination with Member States and industry;
 - (c) financial support to Strategic Projects under the Critical Raw Materials Act in line with economic security needs and the green and digital transition objectives.
- 3. support provided through the activities referred to in paragraph 2, may be provided in any form, including through collaborative research and innovation activities set out

Strategic autonomy and economic security

Critical Raw Materials

Strategic Projects (CRMA)

in the Framework Programme for Research and Innovation [REF] and identified in a specific dedicated part of the Work Programme.

- 4. Work programmes adopted in accordance with the rules of this Regulation under this chapter shall integrate in a specific dedicated part and ensure coherence with Competitiveness and Society activities under the Regulation (EU) [XXX][Horizon Europe Framework programme for Research and Innovation]

2. European Competitiveness Fund (ECF) | Proposal 2028-2034



Article 44 -> Policy Window: Resilience and Security, Defence industry and Space window

Article 44

Specific activities to support defence industry policy

- 1. Support for defence industry policy shall be implemented in particular through the following components:
 - (a) Support to the deployment of European Defence Projects of Common Interest as referred to in Article 45 of this Regulation.
 - (b) Support to Defence R&D, Innovation and Technological Superiority as referred to in Article 46;
 - (c) Support to Defence Industrial Responsiveness, Industrial Scale-Up, and Resilience, as referred to in Article 47;
 - (d) Support to cooperation in Defence Procurement, Maintenance and Availability as referred to in Article 48;
 - (e) Military Logistics Enablement and Support as referred to in Article 49;
- 2. Support to new entrants, innovative start-ups, SMEs and scale-ups will be tailor-made across the activities listed in the first paragraph to ensure speed, flexibility and agility. It will take the form of a dedicated programme EU Defence Innovation Scheme (EUDIS), that will include innovative and scalable activities, including in support to disruptive technologies and to single entities, such as: matchmaking events and business coaching for innovators, agile funding mechanisms, challenges, hackathons, support to innovative procurement, iterative upgrade procurement models for rapidly evolving systems and any other actions for faster innovation cycles and technology integration, validation and experimentation.
- 3. Support provided through the activities referred to in paragraphs 1 and 2, may be provided in any form, including through collaborative research as well as innovation activity support to single entities and financial instruments.

Dual use of civilian-military assets, including infrastructure

Transport and logistical resources

Protection/resilience of infrastructures that are strategic for military mobility (military mobility corridor and EU impact)

CEF

Article 49

Military Logistics Enablement and Support

- 1. Activities related to the enhancement of military mobility in the Union by supporting dual use of civilian-military assets, including equipment, infrastructure and superstructures, facilitating, enabling and supporting military movements and access to military mobility capabilities, including, through the pooling and sharing of military mobility assets.; this also includes supporting military bases, encompassing housing for military personnel and social infrastructure, to enable and sustain increased stationing of military personnel in Member States; may cover:
 - a) The incentivisation of the procurement of products which enable or enhance the movement, transportation, or deployment of military personnel, equipment, or supplies, and improve the access to military mobility capabilities.
 - b) The assistance to Member States in identifying and accessing transport and logistical resources and equipment that may be available from the commercial market or other sources for the purpose of supporting military mobility.
 - c) The support to the digitalisation of Military Mobility related processes, to ensure and facilitate direct and secure exchange of information between Member States requesting and approving military movement and other relevant procedures.
 - d) The reinforcement, modernisation, expansion and repurposing of industrial capacities for the production and maintenance of products directly contributing to and improving military mobility in the Union.
 - e) The training, reskilling, and upskilling of personnel to enhance the availability of skilled personnel for the transportation of defence products, components and supplies, notably for the safe and efficient movement of oversized, overweight, and dangerous goods.
 - f) The enhancement of the protection and resilience of infrastructures that are strategic for military mobility especially for those located on a military mobility corridor and those having a European impact.
 - g) Support actions for the development, implementation, monitoring and enforcement of relevant Union legislation and policy. This includes supporting the relevant institutions, the cooperation between national authorities and with stakeholders, studies, the development and deployment of tools and infrastructures, including IT infrastructure and tools.
- 2. Activities will be implemented in complementarity with Regulation (EU) [XXX] [CEF].

2. European Competitiveness Fund (ECF) | Proposal 2028-2034



Article 80 -> Policy Window: Resilience and Security, Defence industry and Space window

Article 80

Specific activities to support civil security industry policy

1. Support for civil security industry policy shall address in particular the following application areas:
 - (a) Security and resilience of critical civil infrastructures, in particular against hybrid threats;
 - (b) Technologies, capabilities and solutions relevant for the prevention of and response to crime, in particular terrorism and violent extremism, organised crime and cyber-enabled crime
 - (c) Technologies, capabilities and solutions for the control of goods and persons at borders, the protection of borders and logistical hubs, maritime security and surveillance and customs security;
 - (d) Civil preparedness against security threats, whether natural or human-made, accidental or intentional.
2. Support for civil security industrial policy shall be implemented in particular through the following activities:

97

E

Security and resilience of critical civil infrastructures

Combating organised crime and cybercrime

Protection of logistical hubs, maritime security, customs security etc.

- (a) Research and innovation, scale-up, SME support, skills development, and manufacturing actions;
 - (b) Testing and validation of technologies and solutions;
 - (c) Deployment and market uptake of technologies and solutions, in particular by security practitioners;
 - (d) Support actions for the development, implementation, monitoring and enforcement of relevant Union legislation and policy
3. Support provided through the activities referred to in paragraphs 1 and 2, may be provided in any form, including through collaborative research and innovation activities set out in Regulation (EU) [XXX][Framework Programme for Research and Innovation] and identified in a specific dedicated part of the Work Programme.
4. Work programmes adopted in accordance with the rules of this Regulation under this section shall integrate in a specific dedicated part and ensure coherence with Competitiveness and Society activities supported under the Regulation (EU) [XXX] [Horizon Europe Framework programme for Research and Innovation.

Article 33 Specific activities to support clean transition and industrial decarbonisation policies



- **33c:** Clean energy and decarbonisation solutions in industry, including electrification of energy intensive industries and carbon capture, storage and utilisation (CCS/CCU), and in cities, in particular for energy, transport and buildings.
- **33d:** Sourcing, production, storage, distribution and uptake of sustainable fuels, facilitating decarbonisation of mobility.
- **33e:** Clean, multimodal and digitalised, safe transport and mobility solutions, including mobile assets (e.g. vehicles, vessels including fishing vessels, aircrafts, rolling stocks) and infrastructures (among others charging infrastructure, ports or high speed rail), systems and operations.
- **33f:** Supporting the development and deployment of smart mobility, including vehicles, infrastructure, connected and automated mobility, smart traffic management systems and related services.

Article 33 Specific activities to support clean transition and industrial decarbonisation policies



- **33h:** *Strengthening Union capacity in innovation and industrial deployment of advanced manufacturing and advanced materials.*
- **33i:** *Circular economy, water efficiency, ocean health and environmental policy, including solutions to protect, restore and improve the quality of the environment, including the air, water, marine and soil, and to halt and reverse biodiversity loss and to tackle the degradation of ecosystem, sustainable solutions for climate action in agri-food and forestry supply chains.*
- **33j:** *Climate and water resilience.*
- **33l:** *Investment, innovation, and modernisation in sustainable blue economy sectors such as shipbuilding and shipping, offshore energy, ocean observation technologies, blue tech and preserving ecosystems.*

Article 49 Military Logistics Enablement and Support



- **49b:** *The assistance to Member States in identifying and accessing transport and logistical resources and equipment that may be available from the commercial market or other sources for the purpose of supporting military mobility.*
- **49f:** *The enhancement of the protection and resilience of infrastructures that are strategic for military mobility especially for those located on a military mobility corridor and those having a European impact.*
- **49 (2):** *Activities will be implemented in complementarity with Regulation (EU) [XXX] [CEF].*

Article 80 Specific activities to support civil security industry policy



- **80a:** *Security and resilience of critical civil infrastructures, in particular against hybrid threats.*
- **80b:** *Technologies, capabilities and solutions relevant for the prevention of and response to crime, in particular terrorism and violent extremism, organised crime and cyber enabled crime.*
- **80c:** *Technologies, capabilities and solutions for the control of goods and persons at borders, the protection of borders and logistical hubs, maritime security and surveillance and customs security.*



Do we need to propose amendments, additions to?

- **Article 33:** Specific activities to support clean transition and industrial decarbonisation policies
- **Article 49:** Military Logistics Enablement and Support
- **Article 80:** Specific activities to support civil security industry policy
- ...

ECF link to ports

Competitiveness, energy transition, resource transition, security, military mobility, etc.

3. Global Europe

Proposal 2028-2034

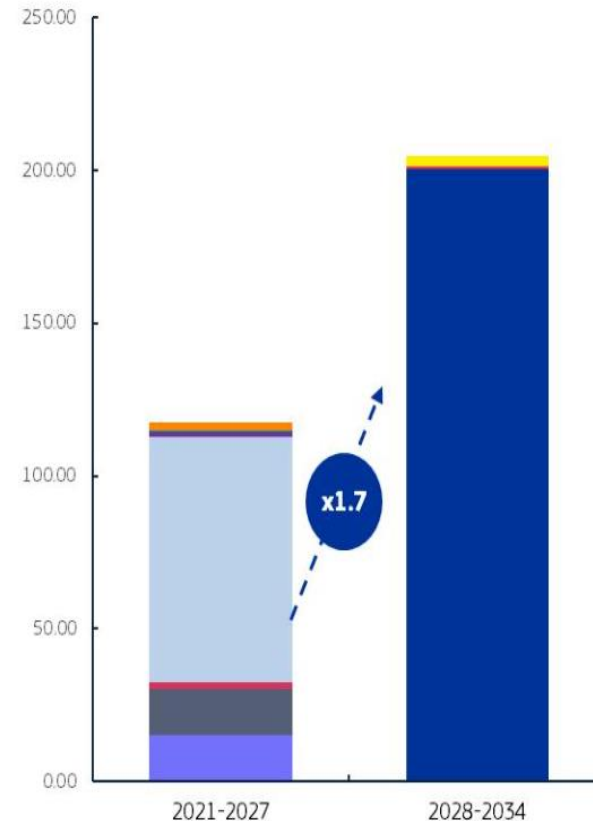
3. Global Europe | Proposal 2028-2034

Global Europe Proposal 2028-2034 – EUR 200 billion

Objectives:

- Contributes to sustainable development and enhances the EU's competitiveness and economic security.
- It accompanies candidate countries on their path to join the EU.
- **Firepower for the implementation of the Global Gateway strategy.**
- Promote mutually beneficial partnerships, peace, sustainable development, stability, and growth in the EU's Southern and Eastern Neighbourhood.

In EUR billion,
current prices



MFF 28-34

- Common Foreign and Security Policy
- Overseas Countries and Territories (including Greenland)
- Global Europe

MFF 21-27

- Common Foreign and Security Policy
- Overseas Countries and Territories (including Greenland)
- Emergency Aid Reserve
- NDICI - Global Europe
- Reform and Growth Facility for Western Balkans
- Pre-Accession Assistance
- Humanitarian Aid

3. Global Europe | Proposal 2028-2034



Recital 24: Global Gateway

(24) The implementation of the Instrument should support the Global Gateway strategy²⁷, the Union's external investment strategy to advance the sustainable development goals together with partner countries. As a main pillar of the Union's economic foreign policy, it aims at boosting the development of secure and quality infrastructure in partner countries to create sustainable prosperity, decent jobs, thereby strengthening connections between the Union and its partners, while also benefiting the EU strategic and economic interests. This strategy leverages investments in secure infrastructure with a focus on digitalisation, climate and energy, transport, health, and education and research. It supports countries which seek to enhance their resilience in a sustainable manner, while strengthening partnerships that are important for the Union's open strategic autonomy. Global Gateway is also a value-based offer that promotes high social, environmental, governance and financial standards, and upholds democracy, the rule of law and human rights.

Global Europe: a firepower for the implementation of the Global Gateway strategy -> potential EU money to EU surrounding countries/ports, must be a win-win in relation to European port development (connections)!

Recital 32



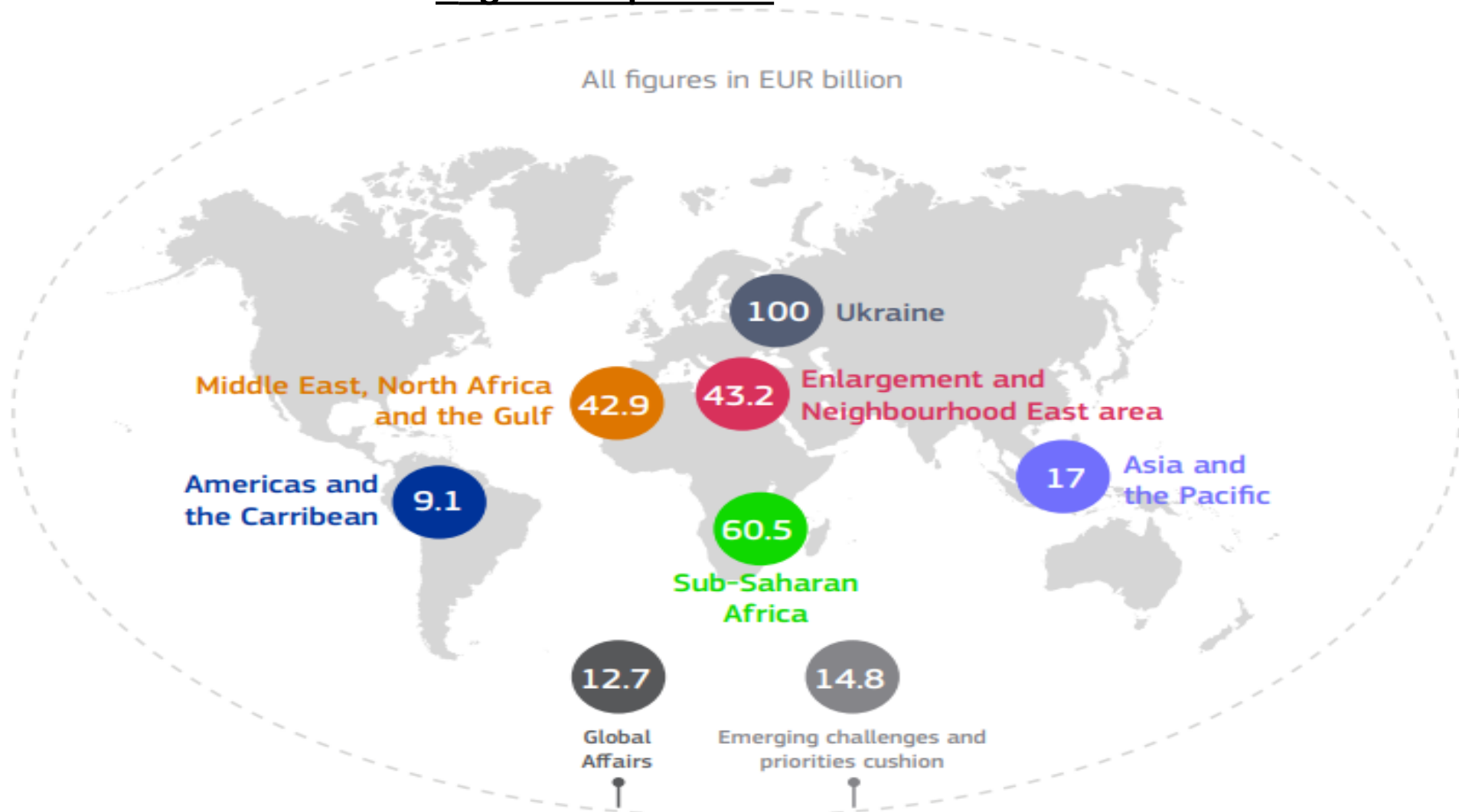
The Instrument should enhance the Union's **competitiveness**, in particular by contributing to the sustainability, resilience and diversification of value and supply chains, reflecting high standards of responsible business practice, and by increasing economic opportunities. Consistency between the implementation of the Union's trade, economic security, and industrial policies and the Instrument should be ensured, including synergies with Clean Trade and Investment Partnerships. In particular, in order to harness the potential of mutually beneficial partnerships for sustainable development in the Union and partner countries, synergies should be fostered between the Instrument and the Union's European Competitiveness Fund, established by Regulation (EU) [XXX] by the European Parliament and Council³¹, as well as the Connecting Europe Facility, established by Regulation (EU) [XXX] by the European Parliament and Council ³², in supporting projects of common interest between Member States and partner countries, for the part of the project on the territory of the partner country.

Should we strengthen this recital by adding something on the need to find a balance between strengthening the Union's competitiveness and reducing its dependencies, notably through securing critical supply chains and giving support to non-EU beneficiaries that are in direct competition with EU entities/companies.

3. Global Europe | Proposal 2028-2034



Regional repartition



4. National and Regional Partnership Plans

Proposal 2028-2034

4. National and Regional Partnership Plans | Proposal 2028-2034



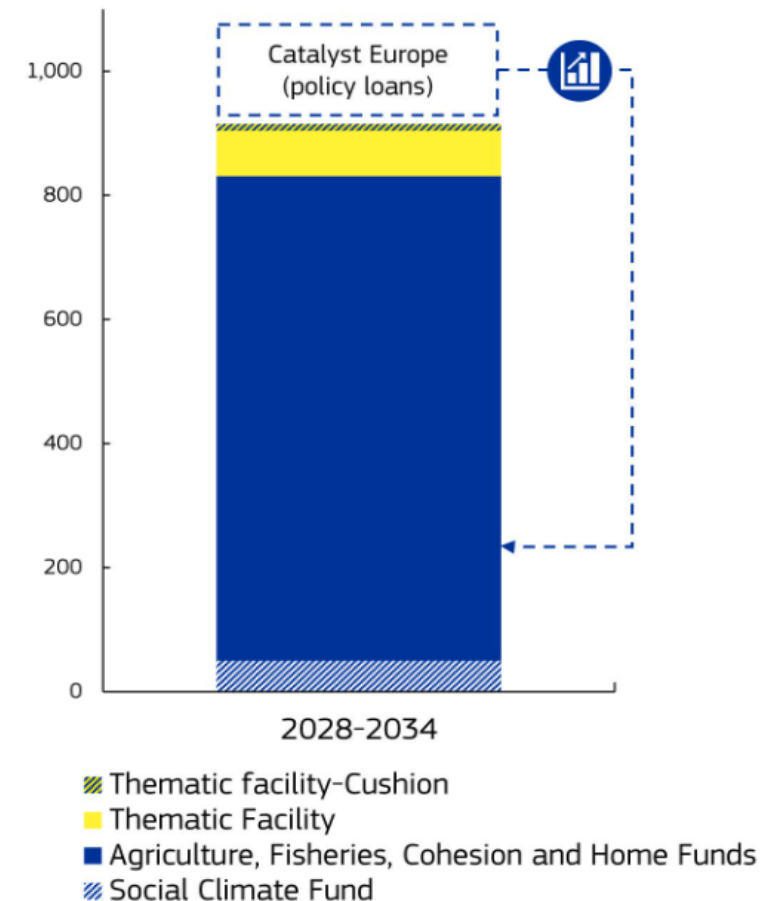
- The National and Regional Partnership **Plans (EUR 865 billion)** represent a new framework within the EU's long-term budget, integrating multiple funding streams, such as cohesion, agriculture, fisheries, and security - **into a single coherent strategy.**

Minimum allocations have been secured

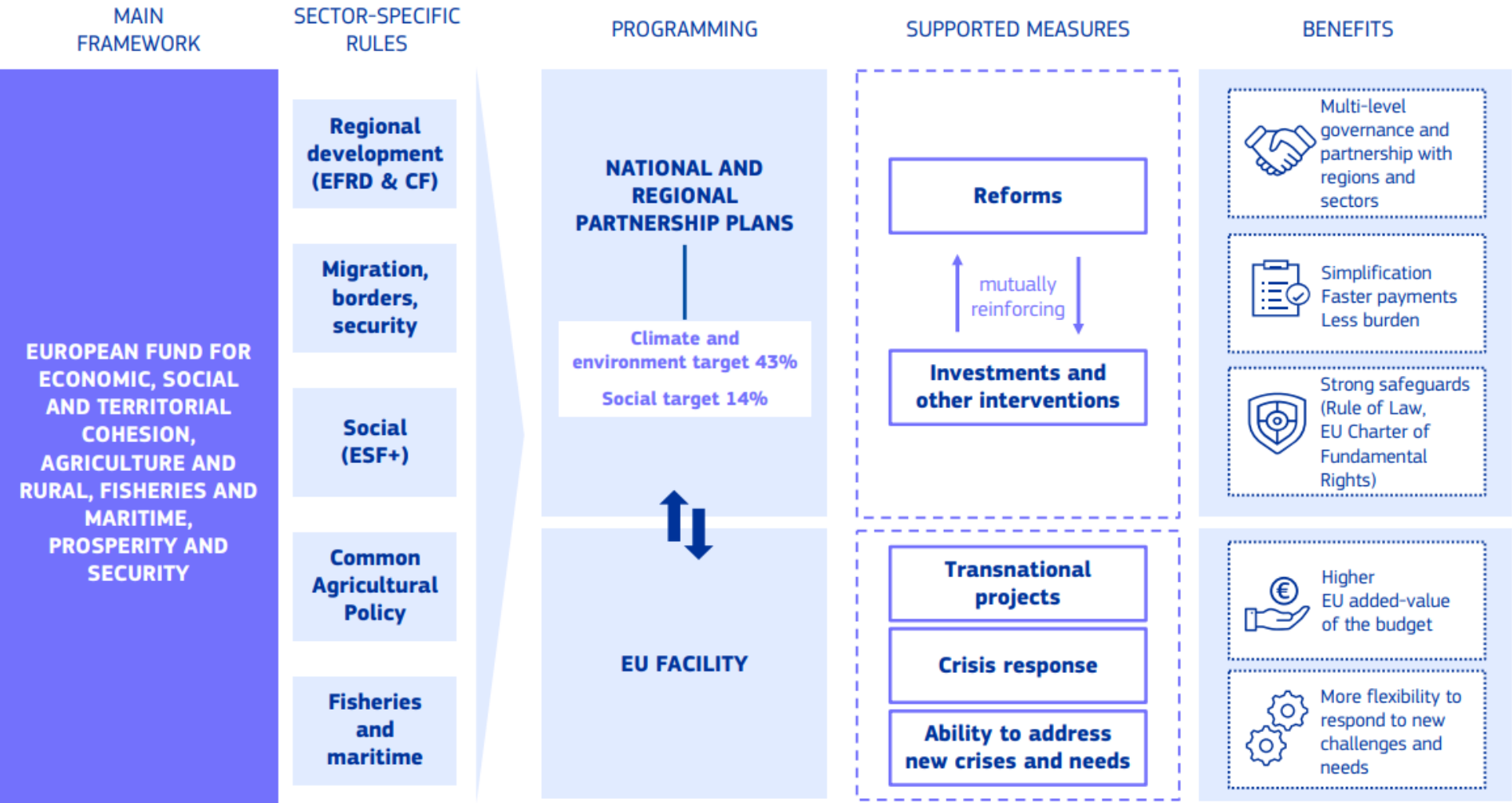
- EUR 302 billion for farmers and fishers
 - EUR 218 billion for less developed regions
 - EUR 34 billion for migration and border management
1. Dedicated funding for **tourism** is expected to be included within the national envelopes.
 2. Member States will be able to use the National and Regional Partnership Plans to finance **national components of trans-European transport networks (TEN-T)**, domestic energy transmission and distribution systems, and Important Projects of Common European Interest (IPCEI).

Member State allocation regarding the National and Regional Partnership Plans, see [this](#) for more information.

In EUR billion,
current prices



4. National and Regional Partnership Plans | Proposal 2028-2034



4. National and Regional Partnership (NRP) Plans | Proposal 2028-2034



Link to TEN-T

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

establishing the European Fund for economic, social and territorial cohesion, agriculture and rural, fisheries and maritime, prosperity and security for the period 2028-2034 and amending Regulation (EU) 2023/955 and Regulation (EU, Euratom) 2024/2509

{SWD(2025) 565 final}

(a) to support the Union's sustainable prosperity across all regions by:

- (iii) supporting a just transition towards the Union's 2030, 2040 and 2050 targets for energy and climate, in particular by prioritising support for clean energy generation and infrastructure, promoting energy efficiency and decarbonisation, storage and technology, developing smart energy systems and domestic transmission and distribution grids also taking into account the Trans-European Network (TEN-E) and technology and promoting a circular economy, ensuring that all territories and everyone can contribute and benefit from the clean transition;

(viii) enhancing Union transport infrastructure and contributing to the completion of the trans-European network for transport, in particular on the core and extended core network, while decarbonising and improving connectivity, security and accessibility for remote, peripheral and less connected areas; support the green and digital transition of transport;

(ix) support for tourism, including sustainability;

Article 3 Specific objectives of the Fund

- (b) to support the Union's defence capabilities and security across all regions by:
 - (i) reinforcing the Union's defence industrial base and military mobility, in particular by developing dual-use TEN-T infrastructure;
 - (ii) strengthening the Union's preparedness to crises and disasters by mainstreaming the principle of 'preparedness by design';
 - (iii) strengthening the Union's security by improving threat detection, prevention and response threat detection capabilities, including by strengthening energy and transport critical infrastructure and cybersecurity;

National and Regional Partnership Plans: financing (national) components of TEN-T network -> potential risk in relation to all other Member State priorities (next to ports) and the main CEF focus on cross-border.

4. National and Regional Partnership (NRP) Plans | Proposal 2028-2034



NRPP TEN-T link to CEF proposal

CEF proposal

- Investments in the TEN-T network under the **National and Regional Partnership Plans** should complement investments under the CEF. (P.4 Consistency with other Union policies).
- The CEF is designed to reduce overlaps and complexity. For transport and energy infrastructure, the CEF will thus focus on projects with a clear cross-border dimension that are complementary to investments under the **National and Regional Partnership Plans** (P.10 Simplification).
- Member States investments in the TEN-T network under their **National and Regional Partnership Plans** should complement CEF investments, in particular on national sections which connect to the cross-border links indicated in the CEF annex and to finance national energy grid infrastructure and generation (P.7 Framework of the Proposal/Initiative).
- In the area of energy, the **National and Regional Partnership Plans** can reinforce the energy infrastructure investments provided by CEF, for instance through investment in energy assets that do not have a cross-border nature but are equally important for the energy transition (P.8 Framework of the Proposal/Initiative).

TEN-T Interaction CEF <-> NRPP

ESPO position

5. OWN RESOURCES

Proposal 2028-2034

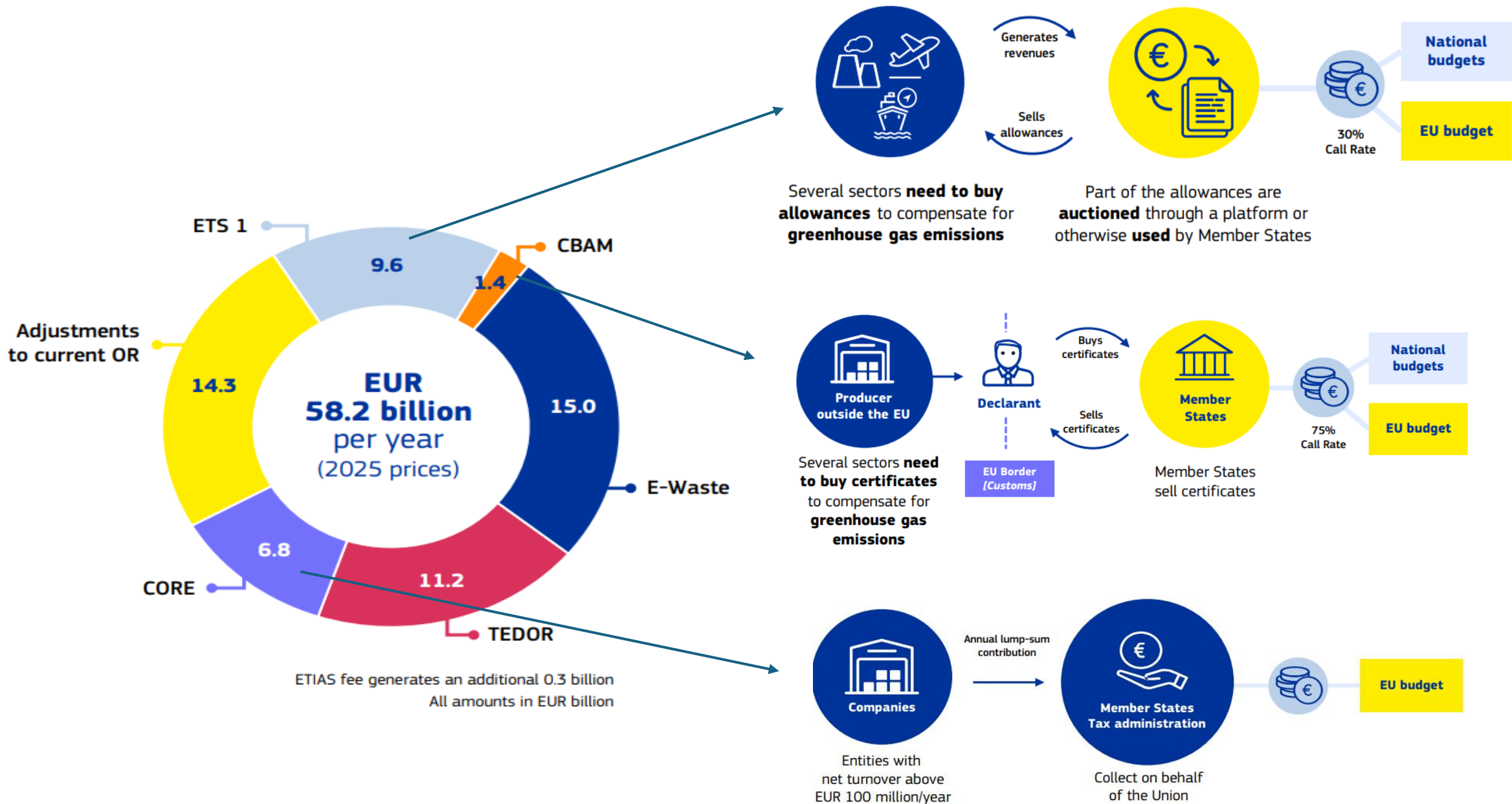
EU Emissions Trading System (ETS): targeted adjustment of the revenues generated from ETS1 go to the EU budget. Expected to generate around EUR 9.6 billion annually, on average.

Carbon border adjustment mechanism (CBAM): targeted adjustment of the revenues generated from CBAM go to the EU budget. Expected to generate around EUR 1.4 billion annually, on average.

An own resource based on non-collected e-waste through the application of a uniform rate to the weight of non-collected e-waste. Expected to generate around EUR 15 billion annually, on average;

A tobacco excise duty own resource, based on the application of a rate on the Member State-specific minimum excise duty rate levied on tobacco products. Expected to generate around EUR 11.2 billion annually, on average;

A Corporate Resource for Europe (CORE), amounting to an annual lump-sum contribution from companies, other than small and medium-sized companies, operating and selling in the EU with a net annual turnover of at least EUR 100 million. Expected to generate around EUR 6.8 billion annually, on average.



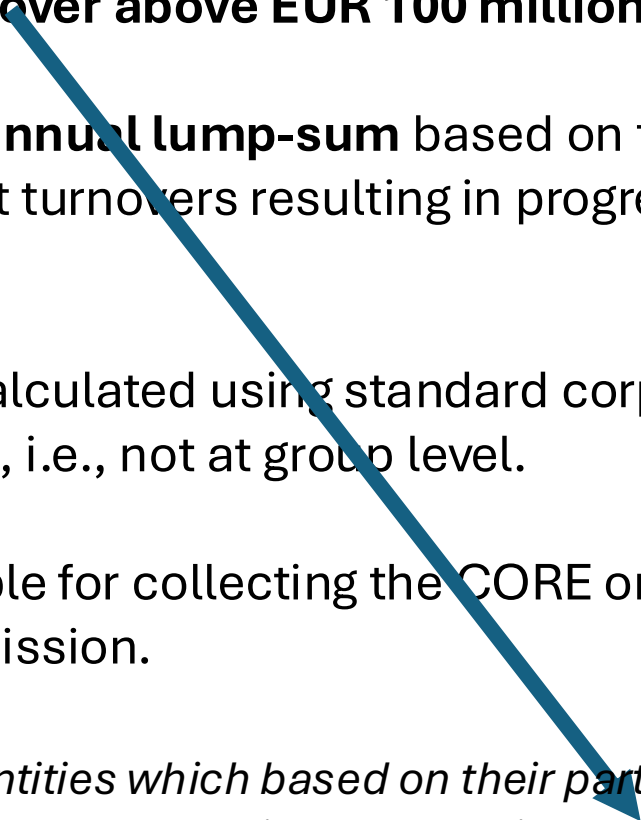
The proposed CORE would apply to:

EU **resident companies and EU permanent establishments** (PE) of non-EU country entities **with an annual net turnover above EUR 100 million.**

CORE would be established as **annual lump-sum** based on the net turnover of companies and PEs in scope, with higher net turnovers resulting in progressively larger contributions per a 'bracket system'.

The CORE contribution will be calculated using standard corporate data and it would be **applied at company or PE level**, i.e., not at group level.

Member States will be responsible for collecting the CORE on behalf of the Union and remitting the funds to the Commission.



*« excluded are entities which based on their particular purpose and status generally do not carry on a trade or business or profit purposes -> governmental entities (SOE), international organisations and NGOs should fall outside the scope. » => **ports with net turnover above EUR 100 million.***

Net turnover	Contribution of
From EUR 100,000,000.01 million to EUR 249,999,999.99	EUR 100,000
From EUR 250,000,000 million to EUR 499,999,999.99	EUR 250,000
From EUR 500,000,000 million to EUR 749,999,999.99	EUR 500,000
EUR 750,000,000 million or more	EUR 750,000

6. NEXT STEPS

Proposal 2028-2034

6. Next steps



1. **The budget**, including the proposal on own resources, follows a specific procedure whereby the Parliament can just give a non-binding opinion and the final regulation requires **unanimity in the Council**.
2. **The proposals** on the different financial instruments, like the CEF, will be following the ordinary legislative procedure where **Parliament and Council must come to an agreement** (except budget figures).

- **ESPO** will continue its efforts to influence the budget discussion (the figures) in the Council.
- The main efforts to be made are on the different financial instruments that fall under co-decision procedure and that will be subject to **amendments** from Parliament and Council (e.g. **CEF**). Through amendments, ESPO could further strengthen the role of ports, both as cross-border and dual-use entities etc.
- The rapporteurs in the Parliament for the different pillars of this MFF package will probably be decided in the week of 22 September.

The EU long-term budget is adopted

The different proposals are adopted in different ways:



The **MFF Regulation** (spending plan) is adopted after

- ✓ unanimous agreement of all EU countries (the **Council of the EU**)
- ✓ the **Parliament** gives its consent.



The **Own Resources Decision** (income sources) enters into force after

- ✓ unanimous agreement of all EU countries (the **Council of the EU**)
- ✓ the **Parliament** gives its opinion
- ✓ each EU country **must also approve it nationally** (for example, through their own parliaments).



The **sectoral legislation** (rules for funding programmes) is adopted, in most cases, using the ordinary legislative procedure, where the **Council of the EU** and the **Parliament** decide together.



Thank you!

