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FEEDBACK PAPER

Future of the Connecting Europe Facility Transport

The trans-European transport network (TEN-T) is essential for a functioning European internal market and an important lever for improving the mobility of people and goods in the European Union. The European TEN-T regulation identifies nine trans-European transport corridors and 431 urban nodes. Three transport corridors and six urban nodes run through the FrankfurtRhineMain metropolitan region.

By the end of 2027, each urban node should have a Sustainable Urban Mobility Plan (SUMP) and collect and submit data on urban mobility to the European Commission. In order to improve connectivity and overcome the challenges of the first and last mile, the development of multimodal transport hubs should be completed by the end of 2030. Similarly, since 2023, the EU regulation on the deployment of alternative fuels infrastructure (AFIR) obliges EU Member States to develop e-charging points and hydrogen refuelling stations for cars and trucks along the TEN-T network and in urban nodes by 2030. In addition to passenger mobility, there are also efforts to improve freight transport. By the end of 2040, every urban node is expected to have access to at least one multimodal freight terminal, whereby a prior socio-economic cost-benefit analysis must be carried out.

Adequate financial resources are essential to meet these requirements. In its proposals for the Multiannual Financial Framework 2028-2035, the European Commission should consider the fact that local and regional authorities will not be able to bear the entire costs of the sustainability goals alone in the coming funding period. For this reason, comprehensive financial support at national and European level is still necessary. **An important factor for the success of the TEN-T network is long-term stable and predictable funding. Therefore, the complex investment needs of urban nodes should play a crucial role in the Connecting Europe Facility (CEF) programme.**

The CEF has proven its value in initiating project ideas and consortia, giving a European dimension to European transport investments and ensuring quality, transparency and efficiency in the TEN-T roll-out. **The continuation of the CEF in the transport sector is therefore of central importance in order to continue to ensure sufficient funding for TEN-T-related initiatives.** This also includes projects aimed at enhancing urban mobility within urban nodes. **Not only studies should be funded, but also the implementation of projects on urban transport infrastructure and urban mobility solutions – including important cycling and pedestrian routes to link up with the main traffic routes in the functional urban area (FUA). Urban nodes should have direct access to CEF funding for TEN-T projects in order to be able to streamline processes and implement local projects efficiently.** In addition, not only public bodies should be eligible for funding, but also municipal companies (e. g. public transport operators) that are actually carrying out the infrastructure investments. Furthermore, the CEF's financial instruments should be adapted to smaller public sector organisations.