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Radverkehr und aktive Mobilität im Mehrjährigen Finanzrahmen der EU 2028-2034

Über den ADFC

Der Allgemeine Deutsche Fahrrad-Club e.V. (ADFC) ist mit rund 240.000 Mitgliedern die größte Interessenvertretung für Radfahrende in Deutschland und weltweit. Zusammen mit seiner Jugendorganisation Junger ADFC setzt er sich für sichere, komfortable Radwege und fahrradfreundliche Rahmenbedingungen als Basis einer nachhaltigen und gesunden Mobilität ein. Der ADFC ist bekannt für Auszeichnungen wie „Fahrradfreundlicher Arbeitgeber“ und Bett+Bike, zertifiziert touristische Qualitätsradrouten und stärkt mit Trainings und Aktionen – etwa zu sicheren Schulwegen – die Verkehrssicherheit von Menschen jeden Alters.

Sehr geehrter Herr Staatsminister,

Investitionen in den Radverkehr leisten einen wichtigen Beitrag zu den europäischen Zielen in den Bereichen Klimaschutz, Gesundheit, Verkehrssicherheit, Wettbewerbsfähigkeit und Lebensqualität und schaffen attraktive Mobilitätsangebote vor Ort. Radverkehr und aktive Mobilität sollten daher auch zukünftig angemessen, im Mehrjährigen Finanzrahmen der Europäischen Union für den Zeitraum 2028 bis 2034 in den europäischen Förderinstrumenten berücksichtigt werden.

Das setzt voraus, dass aktive Mobilität in den relevanten Programmen und Rechtsakten ausdrücklich als förderfähig verankert und über geeignete Indikatoren nachvollziehbar erfasst wird.

Deutschland hat die Europäische Erklärung zum Radverkehr (European Declaration on Cycling) unterzeichnet. Dieses Bekenntnis sollte sich auch in der deutschen Position zum MFR widerspiegeln – insbesondere bei der Ausgestaltung der Rechtsakte und Programme, die Förderfähigkeit sowie Erfassung und Bewertung entsprechender Investitionen bestimmen.

Nach Auswertungen der European Cyclists' Federation¹ sind in den EU-Haushaltszeiträumen 2014 bis 2027 insgesamt 6,8 Milliarden Euro aus den Strukturfonds in radverkehrsbezogene Projekte geflossen. Nach Angaben der Europäische Kommission könnten die im laufenden Finanzrahmen 2021 bis 2027 für den Radverkehr vorgesehenen Mittel mehr als 12.000 Kilometer neue oder verbesserte Radverkehrsinfrastruktur ermöglichen².

Vor diesem Hintergrund bitten wir Sie herzlich, sich in den Verhandlungen dafür einzusetzen, dass:

- Radverkehr und aktive Mobilität in den einschlägigen EU-Fonds und Programmen und Rechtsakten ausdrücklich als förderfähige Maßnahmen verankert werden;
- die Verknüpfung von Radverkehr mit dem öffentlichen Verkehr und multimodalen Mobilitätssystemen, insbesondere an urbanen Knoten des transeuropäischen Verkehrsnetzes (TEN-V/TEN-T), strukturell gestärkt wird;
- Städte, Kreise und Gemeinden auch weiterhin verlässlich Zugang zu EU-Mitteln für Radverkehrs- und aktive Mobilitätsprojekte erhalten;
- geeignete Indikatoren, Interventionskategorien und Monitoringinstrumente vorgesehen werden, damit Investitionen in Radverkehr und aktive Mobilität im EU-Haushalt nachvollziehbar erfasst und transparent ausgewiesen werden können.

¹ European Cyclists' Federation (2026). *Assessing Cycling Investments in EU Structural Funds: A Quantitative and Qualitative Analysis of 090, 043 and 083 Coded Interventions*.
https://ecf.com/media/resources/2026/CISF/CISF%20Report%20March%202026.pdf?_t=1774277482

² European Commission, DG MOVE, *EU progress on cycling – greener, healthier, more inclusive mobility*, 1 October 2025, https://transport.ec.europa.eu/news-events/news/eu-progress-cycling-greener-healthier-more-inclusive-mobility-2025-10-01_en

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Deutschland kommt als Unterzeichner der Cycling Declaration eine besondere Verantwortung dabei zu, dass die europäischen Finanzierungs- und Förderstrukturen diesem Bekenntnis gerecht werden.

Im Anhang übersenden wir ergänzend weiterführende Vorschläge unseres europäischen Dachverbandes ECF – European Cyclists' Federation – zu sektoralen Rechtsakten, die für Investitionen in Radverkehr und aktive Mobilität von besonderer Bedeutung sind.

Für Rückfragen stehen wir Ihnen und den Mitarbeiterinnen und Mitarbeitern Ihres Hauses gerne zur Verfügung.

Mit freundlichen Grüßen



Dr. Caroline A. Lodemann

Politische Bundesgeschäftsführerin

ANNEX – Amendments for 2028-2034 MFF sectoral files, proposed by the European Cyclists’ Federation

1. National and Regional Partnership Plans¹

Article	EC proposal	ECF amendment	Justification
Recital 15	<p>The Union’s sustainable prosperity should be supported by strengthening its industrial base and fostering the attractiveness of territories to support the right to stay, including via strategies for the integrated development of urban, rural and coastal areas and fostering European territorial cooperation. The measures should focus on the completion of the trans-European transport and energy networks, which are key for a genuine Energy Union, and decarbonisation projects, including promoting renewable energy generation, energy efficiency, storage and developing smart energy systems, domestic transmission and distribution grids, while enabling regions, sectors and people to address the impacts of the transition towards the Union’s climate target. The trans-European transport networks have to be completed by 2030 for the core network and by 2040 for the extended core network to support the green and digital transition of transport and mobility. They should also aim to promote innovative economic transformation, help</p>	<p>The Union’s sustainable prosperity should be supported by strengthening its industrial base and fostering the attractiveness of territories to support the right to stay, including via strategies for the integrated development of urban, rural and coastal areas and fostering European territorial cooperation. The measures should focus on the completion of the trans-European transport and energy networks, which are key for a genuine Energy Union, and decarbonisation projects, including promoting renewable energy generation, energy efficiency, storage and developing smart energy systems, domestic transmission and distribution grids, while enabling regions, sectors and people to address the impacts of the transition towards the Union’s climate target. The trans-European transport networks have to be completed by 2030 for the core network and by 2040 for the extended core network to support the green and digital transition of transport and mobility. <u>The promotion of active modes, particularly in urban nodes, contributes to the Union’s climate goals, improves public health, reduces congestion, offers last mile solutions</u></p>	<p>Creates alignment with Recital 66 of 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 (hereafter: the “TEN-T Regulation”)</p> <p>Ensures alignment with the European Declaration on Cycling (C/2024/2377), particularly Chapter VII on <i>Supporting multimodality and cycling tourism</i>.</p>

¹ COM (2025) 565 final/2, 16.7.2025, European Commission 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.

	<p>achieve the 3% of GDP Research and Development target and the development and use of advanced technologies , the uptake of advanced digital solutions, including AI, secure and trusted ICT connectivity, while bridging the innovation and digital divides. The measures should help implement the recommendations issues under Article 6 of the Digital Decade Policy Programme 2030 and support digital transformation. They should also contribute to strengthening the resilience of the healthcare systems and long-term care services, support affordable housing. Measures should also support a competitive and sustainable tourism sector in the EU, aiming at balanced tourism, managing tourist flows and fostering Europe as the first tourist destination in the world.</p>	<p><u>for passengers and provides economic benefits. When planning or upgrading transport infrastructure due account should be taken of active mode infrastructures, including walking and cycling infrastructures.</u> They should also aim to promote innovative economic transformation, help achieve the 3% of GDP Research and Development target and the development and use of advanced technologies, the uptake of advanced digital solutions, including AI, secure and trusted ICT connectivity, while bridging the innovation and digital divides. The measures should help implement the recommendations issues under Article 6 of the Digital Decade Policy Programme 2030 and support digital transformation. They should also contribute to strengthening the resilience of the healthcare systems and long-term care services, support affordable housing. Measures should also support a competitive and sustainable tourism sector in the EU, aiming at balanced <u>and active</u> tourism, managing tourist flows and fostering Europe as the first tourist destination in the world.</p>	
Article 3.1(a)(vii)	supporting social and affordable housing	<p>supporting social and affordable housing, <u>including promoting accessibility through active mobility networks and their integration with public transport systems and shared mobility services;</u></p>	<p>Housing affordability and transport are interconnected. Up to 44% of household expenses are used for transport. Much of these costs are related to strict car parking norms which can represent 10% to 20% of construction costs for housing units in the case of underground parking. Housing and transport can become more cost-efficient by revising off-street parking mandates and prioritising active mobility infrastructure,</p>

			public transport and shared mobility in new and existing housing developments. ²
Article 3.1(a)(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;	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, <u>with a particular focus on urban nodes and multi-modal passenger hubs</u> , while decarbonising and improving connectivity, security and accessibility for remote, peripheral and less connected areas; support the green and digital transition of transport, <u>including the provision of walking and cycling networks as well as public transport and shared mobility services</u> ;	Creates alignment with the TEN-T Regulation, particularly Article 12 on general priorities for the core network, extended core network and the comprehensive network.
Article 3.1(a)(ix)	support for tourism, including sustainability	support for tourism, including sustainability <u>and active tourism</u> ;	Aligns with the European Declaration on Cycling. Cycling tourism contributes €44 billion to the European economy according to 2012 European Parliament study. ³ Local and regional municipalities use EU funds to invest in the development of long-distance cycle route networks and other cycling infrastructure to attract cycling tourism.
Article 46.1(a)	Providing for their specific needs and challenges, such as food security, housing, sustainable transport, water and waste management, energy, employment and labour mobility, in particular for young people, decarbonisation,	Providing for their specific needs and challenges, such as food security, housing, sustainable transport, <u>including sustainable urban mobility and active mobility networks</u> , water and waste management, energy, employment and labour mobility, in	Outermost regions often depend on tourism-related income and are well-placed to create opportunities for cycling and active tourism.

² European Cyclists' Federation (2025). *Cut housing costs by up to 20%: Reforming parking mandates for affordable housing*, https://ecf.com/media/resources/2025/reports/ECF%20Policy%20Brief_Cut%20Housing%20Costs%20by%20up%20to%2020%20percent%20-%20Reforming%20Parking%20Mandates%20for%20Affordable%20Housing_final.pdf?_t=1761145259

³ European Parliament, DG Internal Policies, Policy Department B, Transport and Tourism (2012). *The European Cycle Route Network EuroVelo*. [https://www.europarl.europa.eu/RegData/etudes/STUD/2012/474569/IPOL-TRAN_ET\(2012\)474569_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/STUD/2012/474569/IPOL-TRAN_ET(2012)474569_EN.pdf)

	<p>circularity, education and skills, social inclusion, migration, climate change resilience and adaptation, environmental protection, blue economy, access to healthcare, energy, sustainable transport and digital connectivity and economic development, including a sustainable and diversified blue economy;</p>	<p>particular for young people, decarbonisation, circularity, education and skills, social inclusion, migration, climate change resilience and adaptation, environmental protection, blue economy, access to healthcare, energy, sustainable transport and digital connectivity and economic development, including a sustainable and diversified blue economy;</p>	
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2. Connecting Europe Facility⁴

Article	EC proposal	ECF amendment	Justification
Recital 16	<p>Synergies between the development of trans-European networks in transport and energy and cross-border projects in the field of renewable energy with strong cross border impact supported by CEF, and transport and energy projects in the scope of the National and Regional Partnership Plans, the Framework Programme for Research and Innovation, and the European Competitiveness Fund should be ensured. Synergies could also imply support for Important Projects of Common European Interest (IPCEI) focussing on cross-border infrastructure in the transport and energy sector.</p>	<p>Synergies between the development of trans-European networks in transport and energy and cross-border projects in the field of renewable energy with strong cross border impact supported by CEF, and transport and energy projects in the scope of the National and Regional Partnership Plans, <u>in particular projects focused on multimodality and active mobility</u>, the Framework Programme for Research and Innovation, and the European Competitiveness Fund should be ensured. Synergies could also imply support for Important Projects of Common European Interest (IPCEI) focussing on cross-border infrastructure in the transport and energy sector.</p>	<p>Ensures alignment with the TEN-T Regulation and proposed amendments for the NRPP sectoral file.</p>
Article 3.1	<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</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</p>	<p>Ensures alignment with the TEN-T Regulation, ECF amendments for the NRPP sectoral file.</p>

⁴ COM (2025) 547 final, 16.7.2025, European Commission proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing a Connecting Europe Facility for the period 2028-2034, amending Regulation (EU) 2024/1679 and repealing Regulation (EU) 2021/1153.

	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.	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, <u>including multimodal and active transport</u> , and energy sectors.	Ensures alignment with the European Declaration on Cycling.
Article 3.2(a)(i)	to contribute to the development of projects of common interest relating to interconnected, interoperable, decarbonised, smart, safe, sustainable, resilient, secure, multimodal transport networks in accordance with Regulation (EU) 2024/1679, in particular through,	to contribute to the development of projects of common interest relating to interconnected, interoperable, decarbonised, smart, safe, sustainable, resilient, secure, <u>and</u> multimodal <u>and active</u> transport networks in accordance with Regulation (EU) 2024/1679, in particular through,	Ensures alignment with the TEN-T Regulation, as well as the European Declaration on Cycling.

3. European Regional Development Fund/Cohesion Fund/Interreg⁵

Article	EC proposal	ECF amendment	Justification
Recital 7	In line with the principle of intergenerational fairness and the Union's commitment to the rights of the child and the Youth Strategy, the ERDF and the Cohesion Fund should support measures that contribute to sustainable development for future generations, promote access to opportunities for young people across all territories, and address the specific needs of youth in disadvantaged areas, particularly in disadvantaged and depopulating regions, including infrastructure for skills, innovation, entrepreneurship, sustainable livelihoods and	In line with the principle of intergenerational fairness and the Union's commitment to the rights of the child and the Youth Strategy, the ERDF and the Cohesion Fund should support measures that contribute to sustainable development for future generations, promote access to opportunities for young people across all territories, and address the specific needs of youth in disadvantaged areas, particularly in disadvantaged and depopulating regions, including infrastructure for skills, innovation, entrepreneurship, sustainable	Ensures alignment with the European Declaration on Cycling, and proposed amendments to the NRPP sectoral file.

⁵ COM (2025) 552 final. European Commission proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing the European Fund for Regional Development including for European Territorial Cooperation (Interreg) and the Cohesion Fund as part of the Fund set out in Regulation (EU) [...] [NRP] and establishing conditions for the implementation of the Union support to regional development from 2028-2034.

	<p>culture or sports. Such support may be implemented via integrated urban or local strategies.</p>	<p>livelihoods, <u>sustainable and active mobility</u>, and culture or sports. Such support may be implemented via integrated urban or local strategies.</p>	
Recital 9	<p>In view of promoting sustainable urban development, it is considered necessary to support integrated territorial development in order to more effectively tackle the economic, environmental, climate, demographic and social challenges affecting urban areas, including functional urban areas, while taking into account the need to promote urban-rural linkages. Measures reflecting these approaches should be established in appropriate chapters of the National and Regional Partnership Plans.</p>	<p>In view of promoting sustainable urban development, it is considered necessary to support integrated territorial development in order to more effectively tackle the economic, environmental, climate, demographic and social challenges affecting urban areas, including functional urban areas, while taking into account the need to promote urban-rural linkages, <u>particularly through multimodal and active mobility</u>. Measures reflecting these approaches should be established in appropriate chapters of the National and Regional Partnership Plans.</p>	<p>Ensures alignment with the TEN-T Regulation, the European Declaration on Cycling, and amendments to the NRPP file.</p>
Art 4.1	<p>In accordance with Article 174 TFEU, Member States shall pay special attention to addressing the challenges of disadvantaged regions and areas, in particular rural areas, areas affected by industrial transition, regions which suffer from severe and permanent natural or demographic handicaps, such as the northernmost regions with very low population density and island, cross-border and mountain regions, and also just transition areas and regions bordering Russia, Belarus and Ukraine. Member States and regions shall, where appropriate, set out an integrated approach to addressing demographic challenges or specific needs of the regions and areas referred to in this paragraph in their National and Regional Partnership Plans in accordance with Articles 72 to 74 [integrated local and urban development] of Regulation (EU) [NRP Regulation]. Such an integrated</p>	<p>In accordance with Article 174 TFEU, Member States shall pay special attention to addressing the challenges of disadvantaged regions and areas, in particular rural areas, areas affected by industrial transition, regions which suffer from severe and permanent natural or demographic handicaps, such as the northernmost regions with very low population density and island, cross-border and mountain regions, and also just transition areas and regions bordering Russia, Belarus and Ukraine. Member States and regions shall, where appropriate, set out an integrated approach to addressing demographic challenges or specific needs of the regions and areas referred to in this paragraph in their National and Regional Partnership Plans in accordance with Articles 72 to 74 [integrated local and urban development] of Regulation (EU) [NRP Regulation], <u>including measures to ensure equitable access to sustainable, affordable, multimodal and active transport options</u>.</p>	<p>Ensures alignment with amendments in the NRPP sectoral file, as well as the TEN-T Regulation and European Declaration on Cycling.</p>

	approach may include a commitment on dedicated funding for that purpose and may be included in dedicated chapters of the National Regional and Partnership Plan.	Such an integrated approach may include a commitment on dedicated funding for that purpose and may be included in dedicated chapters of the National Regional and Partnership Plan.	
Art 5	As part of their territorial development, Member States shall support integrated urban development strategies which focus on sustainable development and tackle environmental, energy and climate challenges, in particular the fair transition towards a clean and climate- neutral and resilient economy by 2050, paying special attention to housing, poverty, cultural heritage, and to harnessing the potential of digital technologies for innovation purposes and energy efficiency, to supporting the development of functional urban areas, as well as supporting urban-rural linkages.	As part of their territorial development, Member States shall support integrated urban development strategies which focus on sustainable development and tackle environmental, energy and climate challenges, in particular the fair transition towards a clean and climate- neutral and resilient economy by 2050, paying special attention to housing, poverty, cultural heritage, <u>multimodal and active mobility</u> , and to harnessing the potential of digital technologies for innovation purposes and energy efficiency, to supporting the development of functional urban areas, as well as supporting urban-rural linkages.	Local and regional municipalities, and especially urban areas, already use EU structural funds to invest in cycling projects, as well as projects that combine cycling with walking and multimodality. This amendment aims to ensure local and regional municipalities can continue to use EU funds for such projects.

4. European Competitiveness Fund⁶

Article	EC proposal	ECF amendment	Justification
Recital 19	Infrastructure is an essential enabler for European competitiveness. Investments in infrastructure are a necessary condition for the proper functioning of the EU's single market, the green and digital transition and for increasing the Union's resilience and security. For example, the trans-European transport network fosters sustainable forms of transport, promotes improved multimodal and interoperable digital and transport solutions,	Infrastructure is an essential enabler for European competitiveness. Investments in infrastructure are a necessary condition for the proper functioning of the EU's single market, the green and digital transition and for increasing the Union's resilience and security. For example, the trans-European transport network fosters sustainable forms of transport, promotes improved multimodal and interoperable digital and transport solutions,	Ensures alignment with the European Declaration on Cycling and other amendments for files such a the NRPP, CEF and ERDF/Cohesion/Interreg file.

⁶ COM (2025) 555 final, 16.7.2025. European Commission proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on establishing the European Competitiveness Fund ('ECF'), including the specific programme for defence research and innovation activities, repealing Regulations (EU) 2021/522, (EU) 2021/694, (EU) 2021/697, (EU) 2021/783, repealing provisions of Regulations (EU) 2021/696, (EU) 2023/588, and amending Regulation (EU) [EDIP]

	<p>thereby contributing to a smooth functioning of the internal market. The trans-European networks for energy are key for a genuine Energy Union to enable the Union's energy and climate objectives by connecting Union countries' electricity and clean energy networks to ensure our energy independence and competitiveness. For this, the development of cross-border interconnectors, domestic transmission and distribution grids is essential. The ECF support will work in coherence and complementarity with the Connecting Europe Facility (CEF). It is essential for Europe's competitiveness to provide for synergies between the development of trans-European networks in energy and transport with strong cross-border impact supported by CEF, and investment support for the decarbonisation, modernisation and expansion of transport, energy and digital infrastructure under ECF</p>	<p>thereby contributing to a smooth functioning of the internal market. The trans-European networks for energy are key for a genuine Energy Union to enable the Union's energy and climate objectives by connecting Union countries' electricity and clean energy networks to ensure our energy independence and competitiveness. For this, the development of cross-border interconnectors, domestic transmission and distribution grids is essential. The ECF support will work in coherence and complementarity with the Connecting Europe Facility (CEF). It is essential for Europe's competitiveness to provide for synergies between the development of trans-European networks in energy and transport with strong cross-border impact supported by CEF, and investment support for the decarbonisation, modernisation and expansion of transport, the development of active mobility, energy and digital infrastructure under ECF</p>	
<p>Recital 22</p>	<p>The ECF should contribute to the objectives of decarbonising the European industry by promoting the development and deployment of clean technologies. The ECF will support the implementation of the Clean Industrial Deal, turning the clean transition and decarbonisation into a driver of growth and competitiveness for European industries. To this end, the ECF will support decarbonisation with a technology neutral approach, while recognising a contribution of different technologies to grid balancing and sector coupling, to align in particular with the investment needs of energy intensive sectors. Furthermore, it should advance the implementation of the Affordable Energy Action plan, ensuring secure, affordable, efficient and</p>	<p>The ECF should contribute to the objectives of decarbonising the European industry by promoting the development and deployment of clean technologies. The ECF will support the implementation of the Clean Industrial Deal, turning the clean transition and decarbonisation into a driver of growth and competitiveness for European industries. To this end, the ECF will support decarbonisation with a technology neutral approach, while recognising a contribution of different technologies to grid balancing and sector coupling, to align in particular with the investment needs of energy intensive sectors. Furthermore, it should advance the implementation of the Affordable Energy Action plan, ensuring secure, affordable, efficient and</p>	<p>Cycling and active mobility are essential actions in the field of transport decarbonisation.</p> <p>Chapter VI of the European Declaration on Cycling commits the EU to the development of a world-class European cycling industry which contributes to the objectives of the EU industrial strategy.</p>

	<p>clean energy for all Europeans. The ECF will contribute to the shift towards a decarbonised, circular, resource-efficient, climate-neutral, water resilient and bio-based economy. It will also support sustainable, nature-positive and resilient industrial production in energy-intensive industries in the Union, in line with the objectives of the forthcoming proposal for the Industrial Decarbonisation Accelerator Act. It should also support the objectives of the Regulation (EU) 2024/172422 of the European Parliament and of the Council (Net-Zero Industry Act), boosting the manufacturing capacity of net-zero technologies and the ramp up of production capacities and investing in related infrastructure. To decarbonise the transport sector, amongst others the ECF will also invest in sustainable fuels, the related infrastructure and mobile assets as well as in the modernisation and digitisation of transport.</p>	<p>clean energy for all Europeans, <u>and the implementation of the European Declaration on Cycling, ensuring infrastructure development and industrial support for clean and active mobility</u>. The ECF will contribute to the shift towards a decarbonised, circular, resource-efficient, climate-neutral, water resilient and bio-based economy. It will also support sustainable, nature-positive and resilient industrial production in energy-intensive industries in the Union, in line with the objectives of the forthcoming proposal for the Industrial Decarbonisation Accelerator Act. It should also support the objectives of the Regulation (EU) 2024/172422 of the European Parliament and of the Council (Net-Zero Industry Act), boosting the manufacturing capacity of net-zero technologies and the ramp up of production capacities and investing in related infrastructure. To decarbonise the transport sector, amongst others the ECF will also invest in sustainable fuels, the related infrastructure and mobile assets as well as in the modernisation and digitisation of transport.</p>	
Art 3.1(a)	<p>delivering technological, economic and environmental impact from the Union's investments, including by developing disruptive and incremental innovation, and emerging, cutting-edge, dual-use, and strategic technologies with significant economic potential, including by developing and accelerating their manufacturing and industrial deployment;</p>	<p>delivering technological, economic and environmental impact from the Union's investments, including by developing disruptive and incremental innovation, and emerging, cutting-edge, dual-use, and strategic technologies with significant economic <u>and decarbonisation</u> potential, including by developing and accelerating their manufacturing and industrial deployment;</p>	<p>Decarbonisation is an essential action that can be delivered through the strengthening of the European cycling industry, and by using EU funds to develop cycling as mode of transport and mobility.</p>
Art 3.1(f)	<p>developing Union cross-border and critical infrastructure key to the Union's competitiveness, and strategic independence in particular energy and transport, digital and security, defence and space infrastructure as</p>	<p>developing Union cross-border and critical infrastructure key to the Union's competitiveness, and strategic independence in particular energy and transport, <u>including sustainable urban and multimodal</u></p>	<p>Ensures alignment with the TEN-T Regulation and European Declaration on Cycling. Sustainable and urban multimodal infrastructure should remain a key objective of the European Competitiveness Fund because</p>

	well as social infrastructure and related data and services;	<u>infrastructure</u> , digital and security, defence and space infrastructure as well as social infrastructure and related data and services;	of its resilience, especially cycling infrastructure, and the socio-economic benefits it generates.
Art 33.1(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.	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, <u>cycling highways and networks, secure bicycle parking facilities</u>), systems and operations, <u>with particular emphasis on active mobility solutions</u> .	Cycling infrastructure is a core element of clean, multimodal and safe transport and mobility solutions. Local, regional and national governments use EU funds for this infrastructure and should continue to access funding within the European Competitiveness Fund for future projects.
Art 33.1(f)	Supporting the development and deployment of smart mobility, including vehicles, infrastructure, connected and automated mobility, smart traffic management systems and related services.	Supporting the development and deployment of smart <u>and active</u> mobility, including vehicles, infrastructure, connected and automated mobility, <u>component manufacturing and assembly</u> , smart traffic management systems and related services.	Ensures the European Competitiveness Fund contributes to the development of a strengthened European cycling industry, as expressed in the European Declaration on Cycling.
Art 33.1(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.	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 <u>active</u> , sustainable and safe mobility and sustainable and <u>active tourism</u> in cities, rural areas, communities, and buildings.	Ensures that the European Competitiveness Fund can support cycling transport and tourism initiatives and projects at local, regional and national level.
Art 34.3	Work programmes shall ensure coherence with the types of actions planned to be implemented under the Fund referred to in Article 10a(8) of Directive 2003/87/EC and coherence and complementarity with the Regulation (EU)[XXX] [Connecting Europe Facility], and priority zero-emissions solutions with immediate implementation potential.	Work programmes shall ensure coherence with the types of actions planned to be implemented under the Fund referred to in Article 10a(8) of Directive 2003/87/EC and coherence and complementarity with the Regulation (EU)[XXX] [Connecting Europe Facility] <u>and shall ensure that actions supporting decarbonisation included dedicated measures for active mobility infrastructure</u> , and	Ensures alignment with amendments for the CEF, and with the current TEN-T Regulation.

		priority zero-emissions solutions with immediate implementation potential.	
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5. Budget expenditure tracking and performance (Annex 1)⁷

Policy area (level 1)	Policy area (level 2)	#	Intervention field	CCM	CCA	ENV	SOC	Output indicator	Result indicator
Transport	Cycling	504	Cycling infrastructure	100%	40%	40% 100%	0%	Length of new or upgraded cycling lanes cycle tracks and cycle lanes (in km, by TEN-T/not TEN-T)	Annual GHG emissions avoided in tCO ₂ e; Number of a Annual users of distance cycled on dedicated cycling infrastructure; Pollutant reduction in tonnes (PM2.5 and NOx); Reduction in fatalities and serious injuries of vulnerable road users cyclists ; <u>Health benefits linked to increased physical activity</u>
Transport	Cycling	505	Purchase or operation of personal mobility devices leasing of bicycles, including for cycle logistics (bikes/e-bikes)	100%	0%	100% 40%	40% 0%	Number of (electric) bicycles	Annual GHG emissions avoided in tCO ₂ e; <u>Health benefits linked to increased physical activity</u>
Transport	Personal mobility devices	505bis	Purchase or leasing of personal mobility devices	100%	0%	100%	40%	Number of personal mobility devices	Annual GHG emissions avoided in tCO ₂ e
Transport	Shared mobility	505ter	Shared mobility and mobility on demand solutions	100%	0%	40%	40%	Number of shared mobility or mobility on demand units (vehicles, (electric) bicycles, personal mobility devices) Number of stations for shared mobility solutions	Number of annual trips with shared mobility and mobility on demand solutions Number of users subscribed to shared mobility and mobility on demand solutions

⁷ COM (2025) 545 final, 16.7.2025. ANNEX 1. European Commission proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing a budget expenditure tracking and performance framework and other horizontal rules for the Union programmes and activities.

									Annual GHG emissions avoided in tCO2e;
Transport	Walking	505quaterbis	Walking infrastructure	100%	40%	10040%	0%	Length of new or upgraded dedicated walking infrastructure (in km, by TEN-T/not TEN-T)	Annual GHG emissions avoided in tCO2e; Distance walked on dedicated walking infrastructure; Pollutant reduction in tonnes (PM2.5 and NOx); Reduction in fatalities and serious injuries of pedestrians; Health benefits linked to increased physical activity
Transport	Digitising transport	506	Digitalisation of transport	40%	40%	40%	0%	Number of projects completed by type of transport (air, inland waterway, maritime, rail, road, urban, multimodal, <u>cycling</u> , <u>walking</u> , other); Number of cities and towns with new or modernised digitised urban transport systems; Length of roads, railways and/or surface of airspace with new or modernised traffic management systems (in km, by TEN-T/not TEN-T);	Annual GHG emissions avoided in tCO2e; Users of new or modernised public transport; Annual number of checks performed electronically on freight transport information;
Transport	Road transport	532bis	Safe crossings	40%	0%	0%	0%	Number of infrastructure crossings (motorways, railways, inland waterways) that are safe for vulnerable road users (cyclists, pedestrians, users of personal mobility devices)	Number of annual trips by walking, cycling or use of personal mobility devices on safe crossings; Time savings for pedestrians, cyclists and users of personal mobility devices; Reduction in road fatalities and serious injuries at crossings;