



Scandria Alliance policy position on the proposals for the Multiannual Financial Framework 2028–2034

The full members of the Scandria Alliance have adopted the following joint Position following their online General Assembly meeting on 6 February 2026.

In June 2025, the Scandria Alliance adopted its declaration "[Investing in Resilience: Financing for a robust and sustainable European transport network](#)". In this declaration, Alliance members state that a robust European transport network is of strategic importance for Europe to be able to ramp up its military mobility, strengthen its industrial competitiveness and economic, social and territorial cohesion, ensure its supply of critical raw materials, and safeguard its supply chain sovereignty.

Hence, in their June 2025 declaration, the members of the Scandria Alliance called for a strong, centrally managed European transport funding instrument, the provision of adequate funding for transport on both European and national levels and a strong coordination between European and national financing instruments contributing to European transport policy objectives.

Responding to the European Commission's proposals for the next Multiannual Financial Framework (MFF) 2028–2034, the members of the Scandria Alliance:

- **welcome the proposal for a Connecting Europe Facility (CEF) III** as a directly managed programme with an increased budget for transport compared to the previous MFF,
- **recognise the importance of cross-border and military mobility** projects as proposed focus areas of the new CEF III due to their relevance for completing the Trans-

European Transport Network (TEN-T) and creating European added value,

- **highlight that national sections of the TEN-T should also be eligible for funding under the new CEF III**, whenever they contribute to ensuring the full-scale functionality of the TEN-T network – such as multimodal hinterland connections to ports, airports and cross-border missing links, as well as the enhanced integration of urban nodes into the TEN-T network,
- generally **welcome the position of the Council to reflect the geographical specificity of each member state** when considering the cross-border dimension of transport projects and underline that the list of projects of common interest with a cross-border dimension in the annex to the draft CEF III can only be illustrative and must in no way constitute a prioritisation for future funding decisions. The annex should nevertheless undergo a review and completion of cross-border connections, including relevant hinterland connections and urban nodes, significantly improving cross-border connectivity, military mobility and resilience of the European transport system in the further legislative process.
- **regrets that TEN-T urban nodes are not reflected in the CEF proposal**, contradicting the reinforced role of urban nodes as defined in the revised TEN-T regulation and leading to the risk that urban nodes may not be able to fulfil their legal requirements



without access to respective funding instruments,

- **express their concern that important TEN-T projects will continue to be underfinanced**, as it can be expected that the CEF will remain structurally oversubscribed and it is to be feared that Member States will not give sufficient priority to TEN-T projects when setting up their National and Regional Partnership Plans (NRPPs),
- **call on Member States to take seriously their responsibility** to contribute to the realisation of a robust and seamless European transport system by allocating adequate resources for transport, mobility and TEN-T related projects in the NRPPs and in the relevant national funding programmes, while at the same time involving the local and regional levels in the governance and management of the NRPPs, in line with the proven decentralized EU regional policy,
- **call on the European Institutions to develop mechanisms that ensure an efficient and effective coordination of TEN-T related funding instruments within the MFF**, in particular between CEF and the NRPPs, to ensure that the limited public

funds available are used to generate the highest possible added value for the creation of a robust and seamless trans-European transport network,

- **highlight the absence of a dedicated monitoring framework within the proposed CEF Regulation**, noting with concern that the reliance on a horizontal performance framework may result in insufficient sector-specific indicators and limited visibility on the actual outcomes of CEF-funded projects,
- **welcome the proposal for a separate Interreg plan** outside the NRPPs and emphasise the importance of cross-border and transnational cooperation programmes for achieving coordination and multi-level governance in transport and mobility related spheres as well as peer learning among related stakeholders,
- **offer their continued constructive support to cooperation and coordination fora on European and corridor levels** by providing access to regional actors and knowledge, acting as a cooperation and communication platform for cities and regions along the Scandria Corridor and aggregating the voices of local and regional actors along this corridor.

The Scandria Alliance is an arena for cities and regions to collaborate on climate-smart, multimodal and resilient transport connectivity at the interface to sustainable regional development.

full members



associated members

