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# Connact

Annual Meeting

# THE ITALIAN SYSTEM AND THE PRIORITIES OF THE EUROPEAN UNION

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**REPORT OF THE  
DELEGATION**

prepared by



## TAKEAWAYS FROM THE LEGA DELEGATION

### Energy

Several dossiers on the topic of energy are currently pending before the Committee on Industry, Research and Energy (ITRE). The work on the Regulation for the phase-out of Russian gas was particularly noteworthy. On the energy supply front, a **pragmatic approach** must be maintained: US LNG is an important solution, but it cannot be the only one. The diversification of sources remains the priority; in the long term, once the conflict is over, a possible reopening of the Russian dossier must also be evaluated without taboos (tbc).

We will now closely follow the work in ITRE on the **Grids Package**, in particular to **counter the over-centralised approach proposed by the Commission, which risks weakening the role of the Member States**. We strongly defend national competences in energy security, energy mix and infrastructure planning, which are today guaranteed by transparent and participatory mechanisms.

### Industry & Market

Regarding the **automotive** sector, Lega has always fought and will continue to fight to overcome unrealistic targets that are severely penalising the sector's competitiveness. This approach applies more generally to **European industry**: the priority cannot be the **rearming policy**, but the resilience of companies and production chains, primarily through regulatory simplification.

Strategic dossiers are currently pending before the ITRE, such as the **Industrial Accelerator Act**, on which we will defend a definition of **Made in EU** that guarantees full and fair access to European funds and programmes for the development and strengthening of supply chains in the Member States. The **tech package** (digital, cybersecurity, biotechnology) will also be central. On the **critical raw materials** front, it is imperative to reduce dependence on third countries, especially China, particularly in the battery sector, while avoiding the distorting effects of forced electrification..

### Research & Innovation

Starting in March, work on the new framework of *Horizon Europe* and the Competitiveness Fund will begin in ITRE. The aim is to simplify these instruments, make them more accessible to businesses, and channel resources towards **closing the significant competitiveness gap** with third countries, in particular the United States and China.

We need **massive investment**, a drastic reduction in bureaucracy and a greater focus on industrial innovation. **Research** must once again become an **instrument of industrial policy**, and not a mere regulatory exercise.

## Mobility & Logistics

The European Commission's programme for the coming years of its mandate aims to consolidate the so-called ecological transition through the completion of the **TEN-T** corridors, with investments in the next financial framework 2028-2034 expected to exceed €50 billion, primarily through the Connecting Europe Facility (CEF). One of the **main focuses is high-speed rail**, with the aim of **connecting all EU capitals** and imposing a minimum speed of 160 km/h by 2030, integrating the European Rail Traffic Management System (ERTMS), a digital signalling system.

For the maritime sector, **the electrification of ports and the use of biofuels is accelerated** (through the 'FuelEU Maritime' legislation).

The automotive sector will receive **economic support for industrial reconversion**, while ETS2 will come into effect in 2027 (with a possible delay to 2028 if energy prices remain too high), taxing emissions from road fuels and heating. The burden falls on suppliers and citizens, but will be partially offset by the €86.7 billion Climate Fund. Finally, the transport strategy complements military mobility by allocating dual-use funds to ensure adequate civil infrastructure for the transport of heavy vehicles, particularly towards Eastern regions. Our stance towards the potential doubling of funds for the CEF in the next Multiannual Financial Framework (MFF) is positive.

At the same time, however, we must remove or moderate numerous overt charges, such as European Union Emissions Trading System (EU ETS) quotas on all forms of transport. A strong focus on military mobility can drive the development of strategic transport corridors, on the condition that all routes (north-south as well as eastwards) are considered on an equal footing and that the infrastructure remains strictly dual-use.

## Finance & Insurance

**Savings and Investment Union (SIU)** is the evolution of the **Capital Markets Union (CMU)** designed to mobilise more than EUR 10 trillion of dormant private savings towards the enhancement of European competitiveness. To ensure its success, three critical inputs are needed: regulatory simplification (reduction of reporting by 25%) to facilitate SME access, harmonisation of insolvency regimes to reduce cross-border risk, and the creation of attractive EU savings products for small savers.

Our stance here is one of support for the overall objective, albeit with the necessary caution. While agreeing with the need to release resources for the real economy, we draw a **'red line' on the protection of national savings**. Obviously, we categorically oppose, from the outset, any imposition of forced levies, as well as any centralisation of supervisory powers that might undermine local banks by channelling Italian capital to foreign markets without sufficient guarantees.

The priority remains maintaining financial sovereignty, pushing to ensure that the Capital Union does not result in a weakening of the traditional banking system, considered the fundamental pillar of Italian industrial resilience. In conclusion, the appeal of voluntary products that can positively support businesses is strong, provided they do not place additional burdens on families or companies in the sector, particularly small local banks.

## Agri

As Lega, we spoke out unequivocally against the proposal, published last July, to reform what remains of the Common Agricultural Policy (CAP). We had already emphasised in the own-initiative report 'The future of agriculture and the CAP after 2027' the **urgency of keeping the CAP separate from other funds and increasing its budget for the 2028-2034 programming**. Following months of negotiations between the European Parliament and the Commission, we are now, albeit reluctantly, compelled to accept the structure put forward by the Commission.

## Food

**The Italian agri-food sector is synonymous with excellence and quality**, and we must avoid regulations that would penalise our farmers, local products, and consumers. We demand reciprocity: no products or substances banned in the EU should enter the single market through imports.

A level playing field is needed to **protect the competitiveness of Italian products**.

We work for balanced **European policies that reward quality, safety and real sustainability, not ideology**: we have always opposed measures such as traffic light labelling, arbitrary restrictions on wine, meat and the Mediterranean diet in general or the promotion of insect meal and synthetic meat.

**On the Omnibus 'Food and Feed'** (December 2025), which simplifies certain regulations on biocides, pesticides, hygiene and controls, Lega maintains an open stance with the aim of truly reducing administrative burdens, without lowering safety standards. Finally, Lega supports the so-called **NGTs (New Genomic Techniques) to foster agricultural innovation, climate resilience, food sovereignty and competitiveness**.

## Circular Economy

Italy has the leading overall waste recycling rate in Europe. While sharing the need to reduce dependence on critical raw materials, including through the recycling and recovery of strategic materials, Lega believes that the measures adopted so far have introduced new rules that penalise entire industrial sectors and citizens, without generating real environmental benefits. During the last term of office, **Lega opposed most of the environmental regulations proposed by the Commission**, primarily the Packaging Regulation and the **Eco-design Regulation**, which risk **undermining the competitiveness of Italian companies**. Today, **Lega denounces the attitude of the Commission**, which refuses to review the rules of the Green Deal in a truly comprehensive and coherent manner, limiting itself to partial and insufficient interventions, such as those proposed by the Environment Omnibus.

## Pharma & Medical Devices

LEGA PRIORITIES: Italy is a European leader in pharmaceutical production, but the supply chain remains dependent on imports of active ingredients (APIs) and raw materials, mainly from Asian countries, exposing our companies to supply risks and competition in terms of costs.

As Lega, our aim is to **strengthen the competitiveness of the domestic pharmaceutical sector by facilitating the reshoring of strategic production and by simplifying the environmental regulatory and normative burdens introduced by the Green Deal, which all too often result in obstacles for companies**. A more **balanced regulatory framework is essential to ensure continuity** of production and thus timely and safe access to treatment for patients.

Therefore, we will closely follow the upcoming developments of the Critical Medicines Act, the Biotechnology Act and the revision of the Medical Devices Regulation, and we will work to further simplify excessive environmental regulations.

## Democracy & Rights

During the last legislature, the so-called asylum and immigration package was passed, a set of legislation that our group voted against. In our opinion, these measures do not structurally solve the problem of illegal migration flows to Europe and end up disproportionately penalising the Member States of first entry. Against the backdrop of largely symbolic solidarity mechanisms, there is in fact a significant increase in the responsibilities and burdens placed on these states.

Since the European elections, however, we have witnessed a gradual paradigm shift on the part of the new Commissioner Brunner.

The **recent proposals on the safe third country concept and the list of safe countries of origin mark a turnaround**, as they allow Member States to process asylum applications that are **likely to be unfounded more quickly and to redirect some applicants to safe third countries** where they can obtain effective protection.

We emphasise that, in our view, these proposals do not constitute a step back in the protection of human rights: those genuinely in need of protection will continue to benefit from an individual assessment of their application. At the same time, they allow for a **reduction in abuse and strategic appeals**. These two elements will eventually have to be accompanied by an ambitious and **effective return regulation**, currently under negotiation between the co-legislators.