



**2018/2156(INI)**

12.10.2018

# **OPINION**

of the Committee on Transport and Tourism

for the Committee on Foreign Affairs

on military mobility  
(2018/2156(INI))

Rapporteur for opinion: Pavel Telička

PA\_NonLeg

## SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Foreign Affairs, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

- A. whereas the Connecting Europe Facility (CEF) is a common, centrally-managed funding programme designed to promote the development of a high-performing, sustainable and interconnected trans-European network (TEN) in the fields of transport, energy and digital services;
- B. whereas CEF focuses on facilitating cross-border connections and removing bottlenecks, and provides a clear EU added value in facilitating transnational cooperation and coordination;
- C. whereas the draft Multiannual Financial Framework for the period 2021-2027 foresees, under the CEF budget line for the transport sector, a new envelope dedicated to military mobility needs;
- D. whereas it is highly desirable to maintain and further increase the efficiency of CEF;
  - 1. Welcomes the fact that the joint communication by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy on the Action Plan on Military Mobility recognises the strategic role played by the trans-European transport network (TEN-T) in integrating the Union's infrastructure in order to achieve rapid and seamless mobility with high safety standards and records across the continent, thus further developing the internal market;
  - 2. Believes that efficient and effective military mobility will strengthen the EU's capacity to respond to emergency situations such as humanitarian crises, natural disasters or civil emergencies;
  - 3. Strongly supports the decision to allocate the military mobility envelope under the centralised management of the CEF programme with a strict dual use mobility objective, contributing to increased efficiency; takes note of the preliminary actions set by the Action Plan prior to the implementation of the military mobility which will be based on identification of and agreement on the military requirements, followed by the identification of sections of the TEN-T network suitable also for military transport and a list of priority projects, together with the eventual upgrade of the technical requirements applicable to the TEN-T network;
  - 4. Insists on the need to bring clarity to these actions; calls therefore on the Commission to adopt, by 31 December 2019, delegated acts in order to further specify military requirements, list the parts of the TEN-T suitable for military transport, list priority dual use infrastructure projects and the assessment procedures regarding the eligibility of the actions connected with military mobility and award criteria;
  - 5. Stresses that infrastructure features (e.g. weight tolerance, maximum height clearance) have a significant impact on speed of movement; points out that seamless mobility and logistics are essential for military deployment, as they are for passenger and freight

transport; sees the implementation of the Action Plan as an opportunity to enable the civilian transport network to benefit from increased network capacity and to foster multimodal connections;

6. Points out that the projects in the defence sector financed by the military mobility envelope will have to strictly follow the same criteria, conditions and procedures as set out in the CEF regulation in order to be eligible; stresses that the process of identification of the sections of the TEN-T network suitable for military transport must unconditionally maximise civilian and military synergies, and comply with the dual use principle; underlines that it should be possible to use funding from the military mobility envelope for the adaptation of transport infrastructure within both the core and the comprehensive TEN-T networks;
7. Emphasises that in order to implement military mobility projects, greater collaboration between Member States will be required; highlights the fact that it will be necessary to encourage cooperation between the civilian and military spheres;
8. Believes that dual use of infrastructure, excluding airports and ports, including in cases of connectivity with important industrial zones significant for the defence industry, is an essential precondition for the civil transport network to benefit from the Action Plan and the military mobility envelope; strongly believes, therefore, that projects financed under the CEF military mobility envelope should be eligible exclusively if adding to an existing civil infrastructure and projects within the framework of the TEN-T network and enabling dual use of the infrastructure, in order to maintain the prominent focus of the CEF programme on civilian needs, such as favouring the development of smart transport along the TEN-T network, or improving the accessibility and availability of transport infrastructure for security and civil protection purposes;
9. Emphasises the fact that there should be special coordination and exchange of experiences as well as adjustment of existing harmonised civilian rules in the case of dual use of infrastructure for dangerous goods in order to prevent the risk of accidents while optimising safety across the network as a whole;
10. Is of the opinion that for the purpose of optimising the use of EU funds, any transport project of common interest financed by CEF should integrate, if necessary, the military mobility technical requirements at the conception phase, in order to avoid unnecessary upgrading of the infrastructure at a later stage for purely military reasons and, therefore, uneconomical use of funding;
11. Notes that the TEN-T network has been designed so far exclusively in the light of civilian objectives, and believes that additional investment along the network, for instance in cross-border projects or critical infrastructure, could yield significant benefits for military mobility while contributing to the completion of the TEN-T core network by 2030 and the comprehensive network by 2050;
12. Considers that any contribution from the CEF military mobility envelope should, wherever possible, give priority to multimodal projects, as they bring the most opportunities for dual use, according to the pilot analysis carried out in 2017, and to cross-border projects, as they contribute to addressing existing missing links and bottlenecks, which are the major current physical barriers to a rapid and seamless

mobility both for civilians and for the transfer of troops and heavy military equipment; emphasises, therefore, that the continuity and fitness of the network, as well as its interoperability and intermodality, are essential;

13. Recalls that several technologies used in the defence sector, such as the internet, have been successfully translated into the civilian sector; highlights that the deployment of an intelligent transport system relying on telematic application systems such as ERTMS and SESAR and the uptake of Galileo/EGNOS/GOVSATCOM-related technologies represent one of the most challenging opportunities ahead for the civilian transport sector; considers, therefore, that future revisions of the Action Plan should ultimately explore the possibility for civil transport to exploit military responses to those challenges, for instance in the field of cybersecurity and secured communication;
14. Underlines the importance of ports as points linking the EU with its allies, within the framework of alliances in the North Atlantic Treaty Organisation, and for intra-European short-distance maritime transport links, as well as the need to install or improve certain items of infrastructure in order to receive and resupply military vessels;
15. Recalls the need for a customs and tax regulatory framework, in particular with regard to VAT, that is standardised and appropriate for the movement of military equipment and related items, particularly when required in emergencies;
16. Considers that EU Member States should work together to maximise the effectiveness of cross-border dual use road transport and to reduce administrative costs.

## INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

<b>Date adopted</b>	9.10.2018
<b>Result of final vote</b>	+: 28 -: 7 0: 2
<b>Members present for the final vote</b>	Daniela Aiuto, Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Isabella De Monte, Andor Deli, Ismail Ertug, Tania González Peñas, Dieter-Lebrecht Koch, Merja Kyllönen, Innocenzo Leontini, Peter Lundgren, Marian-Jean Marinescu, Georg Mayer, Gesine Meissner, Markus Pieper, Gabriele Preuß, Dominique Riquet, Massimiliano Salini, Claudia Schmidt, Jill Seymour, Keith Taylor, Pavel Telička, Marie-Pierre Vieu, Kosma Złotowski, Luis de Grandes Pascual, Wim van de Camp, Claudia Țapardel
<b>Substitutes present for the final vote</b>	Stefan Gehrold, Maria Grapini, Karoline Graswander-Hainz, Ryszard Antoni Legutko, Henna Virkkunen, Patricija Šulin
<b>Substitutes under Rule 200(2) present for the final vote</b>	Angel Dzhambazki

## FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

28	+
ALDE	Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Pavel Telička
ECR	Angel Dzhambazki, Ryszard Antoni Legutko, Kosma Złotowski
ENF	Georg Mayer
PPE	Georges Bach, Deirdre Clune, Andor Deli, Stefan Gehroid, Dieter-Lebrecht Koch, Innocenzo Leontini, Marian-Jean Marinescu, Markus Pieper, Massimiliano Salini, Claudia Schmidt, Henna Virkkunen, Luis de Grandes Pascual, Wim van de Camp, Patricija Šulin
S&D	Inés Ayala Sender, Isabella De Monte, Maria Grapini, Karoline Graswander-Hainz, Gabriele Preuß, Marc Tarabella

7	-
EFDD	Jill Seymour
GUE/NGL	Tania González Peñas, Merja Kyllönen, Marie-Pierre Vieu
S&D	Ismail Ertug
VERTS/ALE	Michael Cramer, Keith Taylor

2	0
ECR	Peter Lundgren
EFDD	Daniela Aiuto

Key to symbols:

+ : in favour

- : against

0 : abstention