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JOINT REPORT TO THE EUROPEAN PARLIAMENT AND THE COUNCIL
on the implementation of the Action Plan on Military Mobility 2.0 from November 2022
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I – INTRODUCTION

1. The Strategic Compass on Security and Defence¹ of March 2022 confirmed that substantially enhancing military mobility is vital for European security and defence, in particular in the context of Russia's war of aggression against Ukraine. It enables the EU Member States' forces to respond quickly and at the required scale to crises erupting at the EU's external borders and beyond, including by moving military materiel quickly and smoothly as possible. In line with the Strategic Compass, the EU Action Plan on Military Mobility 2.0² provides a comprehensive framework to develop a well-connected military mobility network, with shorter reaction times and capable, secure, sustainable and resilient transport infrastructure and capabilities.
2. This first progress report on the EU Action Plan on Military Mobility 2.0 reflects the ongoing work of the different Union institutions, bodies and agencies to implement the identified actions across the main priority areas of the Action Plan. It also encompasses, where necessary, the progress made in the different areas since the last progress report of the Military Mobility Action Plan of 2018, which was presented in September 2021³.
3. The Action Plan provides a strategic approach aiming to effectively involve a wide range of stakeholders, including in the Member States. It thus facilitates the coherence and linkages between the Member States' activities – including through the relevant different PESCO projects, notably on Military Mobility and Logistical Hubs⁴ – and EU-level work strands across the full range of topics. As envisaged in the Action Plan, the first 'annual event' on military mobility was held in June 2023, under the auspices of the Swedish Presidency of the Council, bringing together experts from EU institutions, relevant PESCO projects and partners such as NATO.

II – MULTI-MODAL CORRIDORS AND LOGISTICAL HUBS

A. Dual-use transport infrastructure funding

4. The Multiannual Financial Framework 2021-2027 contains a EUR 1.69 billion budget to co-fund dual-use transport infrastructure through the Connecting Europe Facility. In September 2021, the Commission launched the first call for project proposals. Initially, it was planned that the Commission would launch yearly calls for project proposals with EUR 330 million indicative budgets.⁵
5. Following Russia's unprovoked aggression against Ukraine the Commission significantly reinforced its support to dual-use transport infrastructure for military mobility accelerating the evaluation of the proposals and frontloading the available budget.

¹ <https://data.consilium.europa.eu/doc/document/ST-7371-2022-INIT/en/pdf>

² [Action plan on military mobility 2.0.pdf \(europa.eu\)](#)

³ Joint Report to the European Parliament and the Council on the implementation of the Action Plan on Military Mobility from October 2020 to September 2021 {JOIN(2021) 26 final}.

⁴ Network of Logistic Hubs in Europe and Support to Operations

6. In May 2022 the Commission awarded 22 projects for a total of EUR 339 million EU co-funding in 15 Member States across all transport modes⁶.
7. The Commission advanced with the second call for proposals and launched it in May 2022 again with a EUR 330 million indicative budget. The Member States responded to the call with increased interest and the requested amount for EU co-funding of EUR 1.39 billion in total, which was four times over the allocated budget. Owing to the high quality of the projects and the urgency to respond to the new geopolitical environment, the Commission selected 35 projects for a total of EUR 616 million in EU co-funding⁷ in November 2022.
8. There are hence in total 57 ongoing projects in 18 Member States for EUR 944 million EU co-funding. 35% of that amount is allocated for rail, 28% for road, 21% for airports, and 16% for maritime infrastructure project. The most common types of co-funded projects include rail capacity improvements (mostly to ensure circulation of 740 m trains); motorway (especially viaducts and road bridges) and airport capacity improvements; increasing multimodal handling capabilities as well as enhancement of port capacity and connectivity.
9. A third and final call for proposals was launched in May 2023 with the deadline for project submission in September 2023 with the aim to use the remaining budget of around EUR 790 million. The third call generated the highest interest from the Member States so far: 22 Member States applied with 112 projects for a total requested EU co-funding of EUR 3.7 billion thus reaching a 4.7 oversubscription rate. The Commission is expected to publish the award Decision for the third call in early 2024. With the execution of the third call, it is very likely that the overall budget available for dual-use transport infrastructure for military mobility under this MFF will be exhausted.
10. Lastly, in the Declaration of the informal Granada European Council of October 2023, the EU Leaders reconfirmed their focus on military mobility⁸.
11. On 15 June 2023, the European Investment Bank's Board of Directors approved the "Strategic European Security Initiative PLUS". The initiative makes more funds available for security and defence investments – up to EUR 8 billion during the current multi-annual financial perspective period 2021-2027 with a wider scope by including notably military mobility and critical infrastructure as additional areas. The European Investment Bank acknowledges the changed geopolitical environment, which has resulted in increased financing needs in various areas related to European security and the defence sector including its supply chains. Given the nature of such assets and investments, the next step will be to identify potential projects. Discussions with the European Commission on how this area could be supported are already ongoing.

B. Trans-European transport networks revision

12. The Commission presented its proposal to revise the trans-European transport networks Regulation on 14 December 2021⁹. It contains two key aspects that would facilitate military mobility within

⁶ Commission Implementing Decision of 24.5.2022 on the selection of Military Mobility projects following the 2021 call for proposals for grants under the Connecting Europe Facility - Transport sector pursuant to Implementing Decision C(2021) 5763, { C(2022) 3261 final}.

⁷ Commission Implementing Decision of 11.4.2023 on the selection of Military Mobility projects following the 2022 call for proposals for grants under the Connecting Europe Facility - Transport sector pursuant to Implementing Decision C(2021) 5763, { C(2023) 2298 final}.

⁸ The Granada declaration, European Council, 6 October 2023, <https://www.consilium.europa.eu/en/press/press-releases/2023/10/06/granada-declaration>

⁹ Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network (COM(2021) 812).

and beyond the EU: firstly, several transport infrastructure requirements, especially for rail, are strengthened; and secondly, the updated maps in certain instances also reflect the military needs. On 27 July 2022 the Commission presented an amended proposal reflecting the changed geopolitical situation¹⁰.

13. The trans-European transport networks revision process is subject to the ordinary legislative procedure meaning that the Council and the Parliament must agree on the final Regulation text based on the Commission's proposal. The Council agreed on the General Approach on 5 December 2022¹¹. Meanwhile, the European Parliament adopted its report and negotiation mandate on 13 April 2023¹². It contains a proposal for a new Article 47a on military mobility. In particular, the Article would require the Member States to consider military mobility needs when constructing or upgrading infrastructure on the trans-European transport network¹³. In addition, the new Article would commit the Commission to carry out a study concerning short-notice large-scale military movements¹⁴.
14. Until present, four political trilogues by the Council, the European Parliament and the Commission have been held with the expectation that the negotiations could be concluded by the Spanish Presidency of the Council by the end of 2023 and the Regulation could enter into force in the spring of 2024.

C. Military Requirements

15. With a view to further aligning standards of the trans-European transport network and the EU military transport network, on 23 October 2023 the Council has adopted the revised military requirements including the Annex II "Multi-Modal Transport Corridors". The revision process also included consultations with NATO. The enlarged scope of military requirements encompasses logistic hubs, fuel supply-chain infrastructure, lesson identified on Russia's war of aggression against Ukraine and military criteria for the evaluation of dual-use infrastructure project proposals.
16. The new annex on Fuel-Supply Chain Infrastructure¹⁵ outlines the technical specifications for fuel systems, facilities, and equipment to ensure that they are capable of effectively supporting large-scale military movements while maintaining interoperability with strategic partners, such as NATO. It contains the same requirements as the standards used by NATO, which were shared with the EU Military Staff (EUMS).¹⁶ Becoming part of the Military Requirements, this annex opens a possibility for potential future co-funding of dual-use fuel-supply chain infrastructure projects under the Connecting Europe Facility, to incentivise the Member States to invest in their fuel supply-chain infrastructure.

¹⁰ Amended proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 (COM/2022/384 final).

¹¹ <https://data.consilium.europa.eu/doc/document/ST-15058-2022-INIT/en/pdf>

¹² https://www.europarl.europa.eu/doceo/document/A-9-2023-0147_EN.html#_section1

¹³ "1. When constructing or upgrading infrastructure on the trans-European transport network, Member States shall assess the need, relevance and feasibility to go beyond the requirements set out in Chapter III, for the purpose of accommodating the weight, size or scale of military transport of troops and material."

¹⁴ "2. By ... [one year after the entry into force of this Regulation], the Commission shall carry out a study to identify possibilities for short-notice large-scale movements across the Union, including strategic routes, in view of improving the dual-use of the infrastructure of the trans-European transport network. The study shall provide elements for long-term infrastructure planning for dual use mobility purposes. In the course of that study, the Commission shall consult the Member States."

¹⁵ See 'Military Requirements for Military Mobility within and beyond the EU', ST 10440/23, Annex XI, endorsed by the Council of the EU 23 October 2023 (TBD).

¹⁶ Document 'NATO Technical Criteria and Standards for Pol Facilities', "AC/4-N(2017)0002 (INV)", dated 19 January 2017, amended on 09 June 2023.

D. Long-term infrastructure planning for short-notice and large-scale movements of military forces

17. Commission services together with the European External Action Service (EEAS) including the EUMS have provided the Member States with an explanatory note on the approach methodology and timetable of a study to identify possibilities for short-notice, large-scale movements to improve fuel resilience, long-term infrastructure planning and optimal use of this infrastructure. The work on the study has been initiated and should be completed by spring 2024. The first step which was launched in July this year and is currently ongoing in close cooperation with Member States will identify the main corridors for short-notice and large-scale movements of military personnel and materiel in case of a conflict or for military exercises. The second step will be to identify the gaps in the infrastructure on the main corridors defined as priority for military movements. In the third step, actions will need to be identified to mitigate the gaps and ensure that military personnel and materiel can move smoothly. With the overall aim to better prioritize necessary investments promoting short notice large scale military movements, the study supports the objective to build a well-structured network, including capacity to transport and store dangerous goods and have fuel available in the right quantities.
18. This work will increase the synergies between the TEN-T policy and EU Military Mobility while using scarce resources in the most efficient way. The identified actions to mitigate the gaps and to reinforce military mobility will serve as an important input for future co-funding under the CEF as well as for the Member States' national investment priorities. The analysis will also serve as a basis for the European Investment Bank to identify, in close cooperation with the Commission, dual-use projects with high added value for defence.
19. The analysis will also allow the Member States to better coordinate their planning with other Member States to ensure the same infrastructure quality on the entire corridor stretching over several Member States. It will also lead to better coordination between the Ministries of Defence and the Ministries of Infrastructure of the Member States. Moreover, the analysis will contribute to closer cooperation and synchronization among the Member States when investing in infrastructure thus promoting better connectivity in handling large scale military movements at the European level.

E. Access to airspace and airspace navigation services (SES and SESAR)

20. The European Defence Agency (EDA) and the relevant Commission services have continued their cooperation in ensuring access to airspace and air navigation services for civil and military aviation in the context of the Single European Sky (SES) and the related air traffic management modernisation project (SESAR). Any lack of interoperability between military and civil systems might create risks for the military in terms of access to airspace and use of navigation services. In some cases, this might also be a challenge, in particular when the military is providing services to the civil users. The inclusion of aviation and air traffic management into the Military Mobility initiative, as reflected in the latest update of the Military Requirements¹⁷, is a recognition of their importance to overcome interoperability gaps. Subject to a future update of the Implementing Regulation on dual-use requirements¹⁸, this would allow in the future the military aviation community to take part in Connecting Europe Facility military mobility calls for proposals.

¹⁷ Revised Annex II of the Military Requirements for Military Mobility within and beyond the EU (ST 11373/19) of 27 March 2023.

¹⁸ Commission Implementing Regulation (EU) 2021/1328 of 10 August 2021 specifying the infrastructure requirements applicable to certain categories of dual-use infrastructure actions pursuant to Regulation (EU) 2021/1153 of the European Parliament and of the Council, C/2021/5859, OJ L 288, 11.8.2021.

Moreover, the growing importance of dual use equipment will need to take into account the role of the European Union Aviation Safety Agency (EASA) as the civil certification authority.

III – REGULATORY SUPPORT MEASURES

A. Cross-border movement permissions

21. The EDA A-Programme on “Optimising Cross-Border Movement Permission Procedures in Europe” harmonises and simplifies procedures and develops solutions within the contributing Member States’ territories, airspaces, and inland waters. On 12 September 2023, Denmark became the latest signatory of the two Technical Arrangements: one for the surface and another for the air domain. Thus, the Technical Arrangements for the surface and air domains are now signed by 25 contributing Member States, including Norway. Currently, the contributing Member States are developing, with support from the EDA, a Technical Arrangement to address the maritime domain, with the signature procedure expected to be launched in the beginning of 2024.
22. To support the implementation of the signed Technical Arrangements, the EDA has developed an Implementation Monitoring Matrix (IMM) which allows to monitor the progress of the implementation of the various activities under the Arrangements. Moreover, a network of national points of contact for military mobility will provide valuable feedback from the Member States in view of future amendments. The EDA will work together with EU Member States to organise a tabletop exercise or workshop which will facilitate the full implementation of the Technical Arrangements and also test the developed template for annual permission for the Surface Technical Arrangements.
23. To explore the possibilities of bringing together the PESCO projects “Military Mobility” and “Network of Logistic Hubs”, the EDA organised a first meeting with the coordinating Member States on 5 July 2023. Based on the outcomes, the EDA will further investigate possibilities together with the participating Member States. Furthermore, the projects have agreed to ensure cross-participation in their meetings to promote synergies and coordination.

B. Digitalisation of logistical processes

24. The 2021 annual work programme of the European Defence Fund included a proposal for the development of a digital system for the quick and secure exchange of information related to military mobility (hereafter SDMMMS). The Commission announced the winning bidder on 21 July 2022: it is a consortia led by Estonia consisting of companies from 9 Member States¹⁹ plus Norway that will receive a funding of more than EUR 9 million for the development of the digital system. The grant agreement was signed in late December 2022 and in January 2023, the first kick-off meeting took place. The overall duration of the project is 30 months, thus the digital system for the secure and quick exchange of information related to military mobility should be available by mid-2025. This digital system will facilitate direct and secure exchange of information between participating governments requesting and approving any military movement.
25. The main focus of the SDMMMS project during the first year has been on setting up work structure and getting all stakeholders fully integrated to the project. By the end of the first project year, the goal is to agree on all the functional and non-functional requirements to set the detailed goals and plans for the project implementation phase. Additionally, the operational benefits and cost plan will be developed in order to better assess the values of the changes that will be introduced to the system. All of this is the important base for the upcoming development of the whole system.

¹⁹ Lithuania, Germany, Estonia, Bulgaria, Poland, Luxembourg, Romania, Czech Republic, Latvia

C. Customs

26. Together with the Commission and the contributing Member States, the EDA is working on the revision of the “Assessment of the needs, gains and risks for the development of a Military Customs System (MCS)” which will be the basis for all further efforts. In parallel, the Commission is expecting the first tangible results of the SDMMMS project before starting with the preparation of legal amendments to the EU Customs Legislation. Legal amendments will ensure that there is a legal framework for the use of the system by the Member States and that the system is aligned with the customs procedures as established in the EU Customs Legislation.

D. Enhanced Logistics

27. In view of delivering a concept for an EU-wide logistics IT network to enable the exchange of logistic data amongst various participants, the EDA presented in the first half of 2023 the findings of a study that mapped national logistics IT systems and Enterprise Resource Planning (ERP) software, including national Track & Trace capabilities and other IT applications such as NATO Logistics Functional Area Services (LOGFAS). The findings of the study will serve as a basis for a second study aiming to provide a concept how to establish a federated logistic communication network.
28. In relation to the use of Additive Manufacturing – commonly known as 3D printing in the context of military logistics – the recently established EDA Category B Project “Additive Manufacturing for Logistic support” aims to elaborate and determine common standards in view of enhancing interoperability. In support of these activities, the EDA has conducted various studies which were presented in the course of 2023. In this regard, one of the studies provided a guideline for Armed Forces from a legal perspective to use AM solutions in different military scenarios.

IV – RESILIENCE AND PREPAREDNESS

A. Strategic lift capabilities

29. In line with the Strategic Compass²⁰, the EU Member States agreed to reinforce cooperation and coordination in the air domain by developing the ability to jointly undertake air security operations, including air support, rescue and evacuation, surveillance and disaster relief tasks. To facilitate the coordinated use of military air assets in support of CSDP missions and operations, EU Member States also intend to strengthen the collaboration and partnership between EU and multilateral structures and initiatives in the air domain, such as the European Air Transport Command (EATC). In this regard, the EUMS and the participating nations of the EATC²¹ signed a Technical Arrangement (TA) on 28 June 2023. This TA standardises the procedures to facilitate EUMS’ access to EATC air transport services in favor of EU military CSDP Missions and Operations for strategic aeromedical evacuation and air transport. In case of urgency, other EU actors, e.g. Civilian Planning and Conduct Capability for civilian CSDP Missions and the Crisis Response Centre in case of a consular crisis could also take advantage of these procedures. The seven EATC nations have earmarked Equivalent Flying Hours (EFH) at the disposal of EUMS at no cost on a voluntary basis in order to test these procedures for one year.

²⁰ A Strategic Compass for Security and Defence - For a European Union that protects its citizens, values and interests and contributes to international peace and security, ST 7371/22, dated 21 March 2022.

²¹ BE, DE, ES, FR, IT, LU and NL.

The cooperation between EUMS and EATC will serve as a first step for a deeper cooperation between the two entities. Additionally, this TA can stand as a role model for other projects and initiatives, such as the facilitation of the deployment for the EU Rapid Deployment Capacity²².

30. Work has continued in the EDA framework to develop the necessary sea and air transport/air lift capabilities, in line with the 2020 Report on the Coordinated Annual Review on Defence and in association with relevant PESCO projects. The project on Future Mid-size Tactical Cargo is developing an industrial development guidance document as well as a study to be funded under the 2022 European Defence Fund Work Programme. The project on Strategic Air Transport Outsized Cargo is developing the high-level common requirements while the call for a study in this domain under the 2023 European Defence Fund Work Programme is open for project proposals. The project on Next Generation Medium Helicopter started in June 2023 and is currently collecting Member States' inputs for their future plans for helicopters, both in terms of upgrading the existing fleets and developing new platforms.
31. With regard to the military need for specialised rail transport, a collaborative effort between EU Member States, the Commission and the EDA has led to the inclusion of provisions in the Proposal for a Regulation on the use of railway infrastructure capacity²³ that would allow for prioritisation of military movements under certain conditions. Additionally, the EDA will soon launch a study on EU Rail Capacity to provide an overview of the existing capacity of national and commercial rail assets used by the military with the aim to define possible requirements for specialised rail transport assets and rail infrastructure for military use.

B. Protection against security risks

32. Following the request of the Council²⁴, the Commission, the Network and Information Systems (NIS) Cooperation Group and the EEAS are developing cybersecurity risk scenarios. The initial focus is on the telecommunications and the electricity sector. However, other critical sectors, such as transport, will be assessed in future editions of the exercise. A resilient and robust data sharing network with a high level of cybersecurity is necessary to support an effective sharing of digital data among relevant civilian and military stakeholders and operators. Such network could leverage EU infrastructure such as the Union Secure Connectivity Programme (IRIS²).
33. In January 2023, the Directive on the resilience of critical entities (CER)²⁵ entered into force. While defence is outside of its scope, it will enhance the physical resilience of entities operating critical infrastructure in 11 sectors, including transport by road, rail, air and sea. Therefore, it contributes to ensuring the provision of essential services in the transport sector needed also for military mobility. A key pillar of the new CER-framework is the Critical Entities Resilience Group, in which Member State experts and Commission services discuss inter-alia threats to critical infrastructure. As a response to the heightened threat of sabotage in relation with the Russian war against Ukraine, the Council adopted furthermore a Recommendation on a coordinated approach to strengthen the resilience of critical infrastructure in December 2022²⁶.

²² EU is developing the Rapid Deployment Capacity (EU RDC) consisting of up to 5000 troops. This EU RDC will be a robust, flexible and scalable military instrument adding to the EU's broad crisis management toolbox.

²³ Proposal for a Regulation of the European Parliament and of the Council on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010 (COM/2023/443 final).

²⁴ Council conclusions on the development of the European Union's Cyber Posture; ST09364/22, 23 May 2022

²⁵ Directive (EU) 2022/2557 of the European Parliament and of the Council of 14 December 2022 on the resilience of critical entities

²⁶ Council Recommendation of 8 December 2022 on a Union-wide coordinated approach to strengthen the resilience of critical infrastructure.

Transport has been identified as one of the four key sectors which the Recommendation addresses.

34. In June 2023, the EDA and the relevant Commission services presented the results of a research study that assesses the impacts of climate change on defence-related critical energy infrastructure²⁷, including transportation. In the context of the Consultation Forum for Sustainable Energy in the Defence and Security Sector, work has continued to explore how to increase the use of renewable energy sources in transportation, including, for example, by analysing the military requirements with respect to hydrogen-based solutions for heavy military logistic vehicles and infrastructure. Moreover, in May 2023, the EDA and the relevant Commission services organised a table-top exercise to assess the impact of climate change and the transition to green energy on the resilience and energy security of defence-related critical energy infrastructure, including the military transport infrastructure and capabilities of the Member States.
35. The EDA continuously highlighted the need for a resilient and robust data sharing network with a high level of cybersecurity that supports an effective sharing of digital data among relevant civilian and military stakeholders and operators.
36. In line with the Joint Communication on a New Outlook on the Climate and Security Nexus, adopted in June 2023²⁸, the EEAS, Commission services and the EDA will analyse ways to reduce reliance on fossil fuels in military transportation by promoting the adoption of renewable energy sources and associated technologies.

V – PARTNERSHIPS

A. EU-NATO

37. The third EU-NATO Joint Declaration, signed on 10 January 2023 in Brussels²⁹, acknowledges the results which the EU and NATO have achieved on Military Mobility. The EU-NATO Structured Dialogue continues to convene regularly to bring together all relevant staffs from the two organisations. It has proved to be an effective framework to present the new EU Action Plan and discuss relevant areas of further cooperation, with a view to ensuring coherence and mutual reinforcement. In-depth expert-level exchanges have been held notably with a focus on cyber resilience and transport infrastructure allowing each side to better understand their respective priorities. Furthermore, NATO representatives participated in the first annual Military Mobility event in June 2023 and NATO's Joint Support Enablement Command takes part in relevant meetings of the PESCO project on Military Mobility on an informal basis.
38. The participation of non-EU NATO Allies in relevant PESCO projects continues to provide added value, including from a transatlantic and EU-NATO perspective. In addition to the United States, Canada and Norway, the Council authorised the invitation of the United Kingdom to participate in the Military Mobility PESCO project in November 2022. The conclusion of the Administrative Arrangement with the project is in its final stages. Furthermore, in March 2023, the Council agreed to invite Canada to join the PESCO Project Network Logistical Hubs. The Administrative Arrangement for Canada's participation is in the final stages of agreement as well. Representatives of these partners have already been invited to take part in the meetings of the respective projects pending the finalisation of the legal arrangements.

²⁷ <https://eda.europa.eu/publications-and-data/impacts-of-climate-change-on-defence-related-critical-energy-infrastructure>

²⁸ Joint Communication to the European Parliament and the Council: a new outlook on the climate and security nexus: addressing the impact of climate change and environmental degradation on peace, security and defence {JOIN(2023) 19 final}.

²⁹ <https://www.consilium.europa.eu/en/press/press-releases/2023/01/10/eu-nato-joint-declaration-10-january-2023/>

39. In January 2023, the President of the European Commission and the Secretary General of NATO announced the establishment of a dedicated NATO-EU Task Force on the resilience of critical infrastructure. The EU-NATO Task Force on resilience of critical infrastructure presented on 29 June 2023 an assessment report which maps out the current security challenges and presents recommendations to strengthen critical infrastructure resilience. It includes transport in the four key sectors (alongside energy, digital and space) on which cooperation should be strengthened and references the Structured Dialogue on Military Mobility. It specifically recommends enhanced cooperation related to transport infrastructure for the purpose of accommodating the weight, size or scale of military transport.

B. Connecting to other partners

40. As part of the trans-European transport networks revision process, referred to above, the amended proposal extends the European Transport Corridors (in the current Regulation called Core Network Corridors) to Ukraine and Moldova. The extension of the Corridors builds on the Union's other efforts to strengthen these countries' transport connectivity with the EU, such as the Solidarity Lanes initiative launched in May 2022 by the Commission to help Ukraine keep its trade routes open following Russia's blockade of the Ukrainian ports.

VI – CONCLUSIONS AND WAY FORWARD

41. One year after the launch of the Action Plan on Military 2.0, relevant actions have been launched across the four main priority areas, demonstrating continued progress and reflecting the shared sense of urgency in light of the deteriorating security context. To achieve the common objective of a well-functioning military mobility network, all relevant stakeholders are invited to continue their respective actions as part of a coordinated whole-of-government approach. An updated and enhanced military mobility pledge by the Member States, if so decided by the Council, would further contribute this aim, building on the work of relevant PESCO projects within the wider scope of the Action Plan on Military Mobility 2.0.
42. The next Progress Report will be presented by the High Representative and the Commission by the end of November 2024.
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