

Framework of measures to facilitate the transport of military equipment, goods and personnel across the Union

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The Committee on Security and Defence and the Committee on Transport and Tourism jointly adopted the report by Micha SZCZERBA (EPP, PL) and Roberts ZILE (ECR, LV) on the proposal for a regulation of the European Parliament and of the Council on establishing a framework of measures to facilitate the transport of military equipment, goods and personnel across the Union.

The committees responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

The regulation should establish in particular:

- rules to make dual-use transport infrastructure fit for dual-use purpose and to protect and make strategic dual-use infrastructure resilient against all hazards and threats in order to maximise continuity and its capacity to ensure both military as civilian transport at all times;
- measures to share and pool Union and Member States' transport and logistic capabilities, increase visibility of existing transport capabilities for military transport and address the Union's gaps in the area of military transport capabilities.

Permanent military transport authorizations

Members believe that receiving Member States should decide whether to grant or deny a standing military transport permission no later than one month after receipt of the request for a standing permission.

The receiving and requesting Member States should inasmuch as possible agree on the conditions under which the military transport operations covered by that standing military transport permission are to be carried out, if any, including applicable traffic arrangements and pre-defined routes after consultation, where relevant, with the competent infrastructure managers, port authorities, airport managers, railway infrastructure managers and other operators concerned.

When pre-defined routes are established, the receiving Member State should ensure the mandatory involvement of the competent infrastructure managers. Such arrangements should be carefully designed and implemented so that civilian transport and the usual working conditions of transport workers are disrupted only where, and to the extent that, this is necessary and proportionate.

Upon receipt of a notification of a transport operation, the receiving Member State may determine specific traffic arrangements for the military transport operation, including for reasons of transport safety, infrastructure capacity, critical infrastructure protection, public order or national security.

Uninterrupted military transport

Additional control measures may be carried out only in exceptional situations when they are strictly required due to immediate and serious public security or safety concerns and should not unduly delay the transport.

Military transport of dangerous goods

Military transport operations carried out by the armed forces of a NATO ally will be authorized if they comply with the NATO Inter-Allied Directive for the Multimodal Transport of Dangerous Goods (the “AMovP-6”) or, if this does not apply, with the national rules applicable in the country of origin, provided that these rules guarantee a level of security equivalent to NATO’s AMovP-6.

Member States should ensure a clear allocation of responsibilities between military authorities, competent national authorities and infrastructure operators regarding safety, liability and incident management related to dangerous goods transported under military mobility operations.

Military Mobility Digital Information System

The system should be operational as soon as possible and **no later than 2028**. It should (i) take into account relevant customs legislation and comply with the requirements of military transport procedures used in NATO operations; (ii) ensure full technical interoperability, where relevant, with NATO digital logistics and movement systems.

Military transport in the context of NATO operations, missions and exercises and with close partners (Ukraine and Moldova)

In order to support the effective implementation of military transport in the context of operations, missions and exercises conducted with close partners, Member States and the Union endeavour to further develop cooperation with such partners, including, where appropriate, through the conclusion of bilateral or multilateral agreements.

European Military Mobility Enhanced Response System (EMERS)

The EMERS would allow the Union to respond rapidly to situations requiring a significant increase in the volume, frequency or speed of military transport. EMERS could be activated by the Council upon a proposal from the Commission when normal transport rules or network capacities are insufficient to meet operational needs. In such circumstances, military transport would benefit from priority access to transport infrastructure and exemptions from certain traffic restrictions, including weekend and holiday bans, to ensure swift and effective deployment of forces.

Members believe it is of outmost importance that, when EMERS is activated, it applies to the **whole territory of the European Union**. Furthermore, it is important to introduce **clear timelines** for the triggering of EMERS, in the case where the Commission receives a reasoned request for activation from one or more Member States.

Ensuring the preparedness and resilience of transport infrastructure

Member States should prioritise upgrades of dual-use infrastructure along the EU’s military mobility corridors, including the reinforcement of bridges, the adaptation of infrastructure to abnormal military cargo and the strengthening of communication, navigation and energy supply systems. The identification and protection of strategic dual-use infrastructure, including transport-critical energy and digital networks, will also be essential to safeguard military mobility against hybrid threats and attacks.

Solidarity pool for transport and logistical capacities

This mechanism would enable Member States to pool and share resources necessary for military transport operations. The pool could include capabilities registered by Member States, Union-owned capabilities and, where possible and appropriate, contributions from NATO Allies that are not EU Member States, with countries of the European Economic Area as well as from partners such as Ukraine and Moldova.

No later than six months after the entry into force of this Regulation, the Commission should adopt an implementing act putting the solidarity reserve into operation.

Military mobility transport group

Building on the work that has so far been carried out by EU agencies and actors across the Union and in the Member States, the group will facilitate cooperation and information exchange between Member States, the Commission and relevant EU bodies such as the EU Military Staff and the European Defence Agency. The group should also invite representatives of NATO and relevant partner countries as observers, thereby strengthening coordination and interoperability.