Dear Nicolae (Romanian CHOD, General Nicolae-Ionel CIUCĂ),
Dear Ben (Lt.Gen. (ret.) Frederick Benjamin HODGES, former Commander of US Army Europe - USAREUR),
Dear Mrs BAKRAN (Mrs Maja BAKRAN MARCICH, Deputy Director General for Mobility and Transport, EU Commission),
Dear Mr PETERSEN (Mr Phillip A. PETERSEN, President, Center for the Study of New Generation Warfare, USA),
Dear Mr FOTA (Panel Chair and moderator Mr. Iulian FOTA, member of the Scientific Council of the New Strategy Center, Romania),

Distinguished Guests, Ladies and Gentlemen,

Good afternoon.

• I am delighted to be here today before you in my capacity as Chairman of the EU Military Committee and Military Adviser to the High Representative, and I am also very grateful for the opportunity to inform you about Military Mobility as a central element in the wider context of the transatlantic relations.

• I would first like to take the opportunity to express gratitude to the Romanian Presidency for all the hard work it has done in fulfilling its objectives.
• Let's now focus on the core topic of this panel.

• Since Military Mobility is one of the most advertised initiatives in the renewed cooperation with NATO, adding new topics is not an easy task, especially when addressing such a high level audience and considering that over the past months I have been discussing it several times with many of the speakers present today.

• Nevertheless, I will start by saying that Military Mobility is a key strategic tool enabling the EU to pursue its security and defence interests effectively, and in complementarity with NATO.

• But it's not only that. It is also an excellent example of how the EU defence initiatives are capable of reinforcing the EU-NATO cooperation, and as such it can be considered the flagship of the renewed interaction with the Alliance.

• In the last few years, the European Union has acted with renewed effectiveness by developing some new concepts that have paved the way to the Global Strategy which is based on a more autonomous capacity of the EU to be a global security Provider.

• This has been perceived in some way as a possible duplication or even disengagement from NATO which is absolutely far from the reality and from the substance of things.

• First and foremost, it is worth noting that the EU and NATO share basic values, interests and most of the respective members and that strengthening the European pillar is a clear strategic goal for NATO itself and a long-lasting demand by the US.
• NATO still represents the greatest response in terms of collective defence and security on the world stage, and its primary role in the defence of Europe is **undisputed**.

• The development of an autonomous capacity of the EU is simply meant to support NATO, not to duplicate it.

• Therefore, there is no contradiction in this process and the EU defence initiatives are clearly reinforcing NATO and seeking complementarity, rather than undermining the Alliance or competing with it.

• On the upside, it is also true that in order to act consistently with the provisions of the Global Strategy the EU has to take more responsibility and therefore it needs to have greater autonomous capacity to conduct a wide range of military operations, with partners whenever and wherever possible but also alone when necessary.

• The agreed Level of Ambition stemming from the implementation of the Global Strategy is perfectly consistent with the reinforcement of the transatlantic relations, and in this respect we also have to recall the importance of the single set of forces provided by the European countries belonging to both organisations.

• Military Mobility is the best example of that and it is progressively coming to life, as the project is gradually leaving the floor to its concrete delivery. It is aimed at improving and enabling an effective mobility of personnel, equipment and military units within and beyond European borders.

• In so doing, Military Mobility will largely contribute to support the implementation of the strategic priorities related to the agreed Level of
Ambition, by creating several main lengthwise and crosswise axes of movement in an effective and credible manner.

- The project implementation entails several interventions on infrastructure but also the removal of procedural and legal constraints as well as of the physical and infrastructural obstacles currently existing to the movement of military troops and assets between the Member States.
- Effective Military Mobility can only be achieved with the full involvement and commitment of all Member States and, in light of the importance attached to the deepening of a strong transatlantic dimension, cooperating with NATO and taking into account each Member State’s available resources, needs and regional specificities.
- For this reason, both the EU and NATO have worked together in the early stages of the process of defining the military requirements, which are the core issue of the contribution provided by the EU Military Committee to allow the Commission to advance its work.
- Indeed, the effort jointly conducted with the Alliance and the allocation of dedicated funds make the whole project much stronger and provide a credible anchor for its effective implementation.
- Drawing on the input from the European Council of December 2017, the work on military mobility was initiated, both in the context of PESCO and of EU-NATO cooperation.
- Moreover, the European External Action Service and the Commission drafted an Action Plan on Military Mobility, which was endorsed by the Member States in March 2018, and NATO was equally consulted by the EU Military Staff (EUMS) and provided its input as already mentioned.
A **first Progress Report** to the European Parliament and the Council on the implementation of the Action Plan was issued on 3 June 2019.

To advance the work and to inform decisions regarding areas in which infrastructure development is necessary to ensure seamless movement of military forces, the Commission and the EUMS have conducted a **Gap Analysis** between the requirements stemming from Military Mobility and those related to the Trans-European Transport Network, or TEN-T, which refers to civilian infrastructure.

The Gap Analysis has been informed by staff-to-staff contacts with NATO and its results have already been presented.

I would now like to illustrate to you some of the most relevant findings, starting with some facts and figures.

The EU Military Mobility network includes railways, roads and inland waterways that can be used for military purposes, and its length stands at a total of 163,380 km, overlapping with 94% of the TEN-T network.

However, some upgrades of the TEN-T - for example regarding bridges, viaducts, airports and ports - will be necessary to ensure that military assets and troops can move efficiently across the network.

Needless to say that the Military Mobility is by its very nature strongly connected to the dual use concept, and it witnesses the EU's ability to design and implement an effective integration of assets and to mobilize all available resources to respond to external threats.

Drawing on the results of the Gap Analysis, the EUMC has been tasked to conduct a **revision of the military requirements**, which similarly to their initial formulation will be of course carried out with the support of the EUMS and in consultation with NATO.
• The next step is the definition of civilian-military dual-use infrastructure requirements for projects to be funded under the EU funding instrument which contributes to the implementation of TEN-T policy.

• With regards to financing, the Commission will adopt these dual-use requirements after the **Connecting Europe Facility (CEF) 2021-2027** Regulation enters into force, with the aim to define to which extent the relevant infrastructure projects aiming to facilitate Military Mobility can be funded by the CEF Regulation.

• It is worth noting that the TEN-T is the main EU civilian transport infrastructure whose quality is constantly being improved, and that only infrastructure which is part of both the Military Mobility network and the TEN-T will be eligible for future CEF funding from the Military Mobility envelope.

• The Commission plans to use resources from the Connecting Europe Facility (CEF) 2021-2027 Regulation to support civilian-military dual use transport infrastructure projects with €6.5 billion, with the overall aim to reinforce civilian and military synergies.

• In this context, specific dual-use projects will be identified together by the Member States and the Commission over the period 2019-2020, in order to enable coherent and geographically widespread investments by following a comprehensive approach to improve Military Mobility within the TEN-T.

• Despite these financial resources will be complemented by the Member States, we cannot exclude that the overall funds available will not be sufficient to meet all the requirements and we may have to prioritise.
Finally, I would like to stress the importance of some concrete side effects of Military Mobility as explained on several occasions recently.

Drawing on my previous experience as CHOD and Commanding Officer at many levels, I want to emphasise the added value that Military Mobility can bring, not only with regard to operational deployments, but also by reducing the time-consuming and bureaucratic procedures for border crossing during the conduct of multinational exercises throughout the European territory.

This will facilitate the organisation and conduct of such activities, providing a multiplier effect and a fully-fledged positive impact on interoperability and enhanced defence cooperation.

Let me finish saying that since the launch of the Action Plan, substantial and tangible progress has been achieved in all areas, and key documents, namely the Military Requirements and the Gap Analysis, have been delivered. These good results encourage us to go ahead and to be optimistic.

Now I want to thank you both, Nicolae and Mr FOTA, for providing us with such a wonderful platform for discussion on these important issues at both the EU and the national level.

I thank you for your attention and I hand the floor to the moderator. Of course, I stand ready to answer your questions during the ensuing debate.