

POSITION PAPER

Military Mobility: No Operator Left Behind



Figure 1: A RegioJet long-distance passenger train currently operating along what is a Trans-European Transport Network (TEN-T) strategic corridor route. Privately owned independent operators, such as RegioJet, are essential contributors to the EU's dual-use rail strategy, combining civilian mobility with the logistical capabilities required for strategic readiness.

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Executive Summary

Military Mobility: No Operator Left Behind

The EU's Military Mobility Package as part of the EU Commission's 2025 White Paper on European Defence: *Readiness 2030* is a chance to modernise transport and strengthen defence. Rail must be central, it combines speed, scale, resilience, and low emissions. Despite €1.7 billion invested via the Connecting Europe Facility (CEF)¹, major gaps remain: corridors not up to military standards, limited rolling stock, and slow cross-border coordination. A further €2.8 billion was allocated in July 2025 but these funds have not yet been deployed. Without reform and market liberalisation, the EU risks building underused "white elephant" infrastructure.

ALLRAIL believes that a successful military mobility strategy must:

- Prioritise high-capacity dual-use rail corridors;
- Fully involve independent passenger rail companies and private capital;
- Ensure interoperability and technical readiness across the EU;
- Avoid control over taxpayer-funded infrastructure by market dominant rail operators.

ALLRAIL's 7 Pillars for Reform

1. **Targeted rail investment** aligned with TEN-T and defence priorities;
2. **Mandatory dual-use standards** (740 m trains, P400, ERTMS);
3. **Fair and open access** to upgraded infrastructure;
4. **Cross-border harmonisation**, including a "Military Schengen" for rail;
5. **Civil-military integration** to ensure benefits for citizens;
6. **Private sector engagement** via PPPs, leasing models and more;
7. **Robust KPIs** to track military readiness and civil utility.

With the right policies, the EU can build a railway network that is a global benchmark for dual-use infrastructure. ALLRAIL and its members, including independent passenger rail operators and tech innovators, stand ready to contribute operational know-how and scalable solutions, especially along critical corridors including those connecting **Ukraine to the EU**.

¹ European Commission. *Programme Performance Overview – Connecting Europe Facility (CEF)*. Last updated 2024. Available at: commission.europa.eu.

Introduction

The Alliance of Passenger Rail New Entrants in Europe (ALLRAIL) warmly welcomes the initiative by the EU Commission (EC) to develop a comprehensive EU Military Mobility Package. This initiative represents a critical pillar of the 2025 White Paper on European Defence: *Readiness 2030*.²

The EU's renewed focus on strengthening its defence posture through enhanced mobility capabilities directly aligns with ALLRAIL's long-standing call to harness the full potential of the Single European Rail Area (SERA) and **all** of its actors, **both** privately and publicly owned. Rail, particularly high-capacity and high-speed corridors, offers unmatched advantages:

The ability to move large volumes reliably across long distances; Efficient mass transport of military personnel (e.g. soldiers) and vehicles; High operational speed; and Energy efficiency – reduced emissions.

In short, rail is indispensable to Europe's resilience and military preparedness.

However, infrastructure investment alone is not enough. To deliver a military mobility system that is truly effective, the EU must also pursue:

- Structural reform;
- Liberalisation of the rail market;
- The full inclusion of independent companies (e.g. operators).

Many ALLRAIL members are already active in cross-border services on the very corridors now being prioritised for dual use. Their operational flexibility, reliability, and safety culture make them ideal partners for Europe's military objectives.

In addition, ALLRAIL members active in digital ticketing and mobility planning have developed advanced tools for real-time coordination and scheduling in civilian transport. With appropriate adaptation, these solutions could enhance civil-military logistics and maximise the value of private-sector innovation in dual-use ecosystems.

This Position Paper **sets out ALLRAIL's vision**: a truly dual-use rail system that serves both security and society, while ensuring that European taxpayers benefit from fair, open, and high-performing infrastructure delivery.

² European Commission, *White Paper for European Defence – Readiness 2030*, Brussels, 2024. Available at: commission.europa.eu.

From Recognition to Implementation: Progress and Challenges Since 2017

The EU has taken significant steps since 2017 to address the fragmented state of military transport in Europe. **The launch of the Military Mobility Action Plan and the earmarking of €1.7 billion under the Connecting Europe Facility (CEF) for the 2021–2027 period, have enabled the modernisation of dual-use infrastructure.** Building on this, and with the initial envelope nearly fully allocated, the Commission announced in July 2025 an additional €2.8 billion under CEF to support 94 new transport projects across all modes. Once implemented, these projects will further strengthen sustainable and resilient mobility in Europe.

Examples include:



Figure 2: Illustrative Map of the EU's Four Military Mobility Corridors as identified in Readiness 2030, highlighting key multimodal routes (rail, road, air, sea) across Europe's strategic geography.

- **95 dual-use projects** approved across 21 EU Member States (2021–2023);
- Over €1.7 billion invested through **three consecutive CEF calls** (2021–2023).

These investments are vital. However, they must now scale up, both in ambition and governance.

Under Article 48 of the revised **TEN-T Regulation**, when infrastructure on sections overlapping with the military transport network is constructed or upgraded, Member States are required to assess the necessity, relevance, and feasibility of addressing military mobility needs, including weight, size or volume of military transport, beyond the standard civil requirements set out in Chapter III.

ALLRAIL strongly supports the prioritisation of railway infrastructure for dual use. **Rail corridors** designed or upgraded to accommodate **heavy military trains, standard NATO gauge specifications, and cybersecurity resilience** offer tremendous co-benefits for passenger transport. **The case of Rail Baltica** demonstrates this potential: designed to NATO standards, it also enhances both regional economic integration and collective defence.

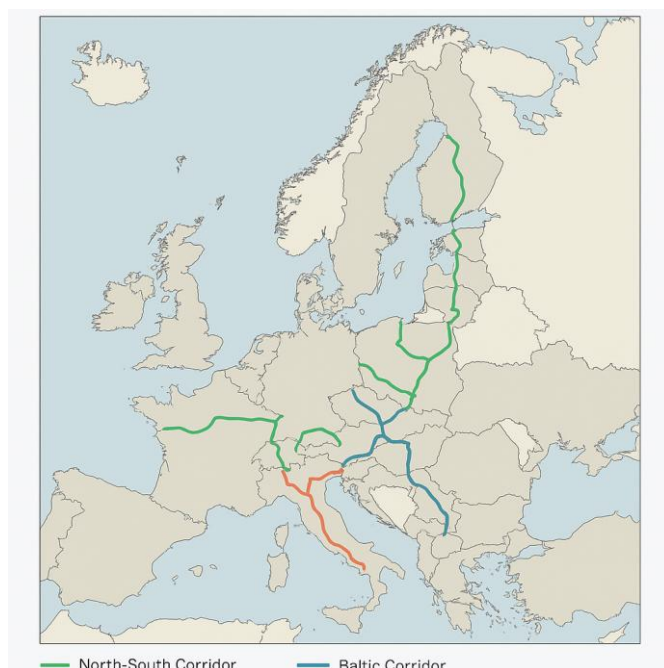


Figure 3: Selected EU strategic military rail corridors under Readiness 2030, including the Baltic, North–South and Mediterranean axes. These routes must be upgraded to dual-use standards to enhance deployment speed and resilience.

However, many existing lines remain structurally unfit for military use, due to:

- Insufficient bridge resistance;
- Inadequate loading gauge or axle loads;
- Gaps in interoperability.

According to **the 2022 Fifth Work Plan of the European TEN-T Coordinator**³, key corridors in Hungary, Spain, and Italy still do not accommodate 740-metre trains.

Several years after the launch of **the EU Action Plan on Military Mobility**⁴, key infrastructure gaps persist. To address them, the EU must focus on:

- Upgrading over **500 strategic nodes** (e.g. bridges, tunnels, border crossings) identified as critical intervention points;
- **Aligning technical standards** across Member States to ensure interoperability and resilience;
- **Ensuring open access** to upgraded infrastructure for all qualified operators;
- **Ensuring the right market conditions in order to grow commercially driven (Open Access) long-distance services** and attract **private investment**, so that inefficient, underused “white elephant” projects⁵ are avoided.

³ European Commission, *Fifth Work Plan of the European Coordinator for the Mediterranean Corridor*, October 2022, p. 42–45. Available at: transport.ec.europa.eu.

⁴ *Military Mobility Action Plan 2.0 (2022–2026): An Action Plan for Faster Cross-Border Movements and Tighter Cooperation*, European Commission and High Representative of the Union for Foreign Affairs and Security Policy, November 2022. Available at: defence-industry-space.ec.europa.eu.

⁵ ALLRAIL, *Next MFF and CEF 3: The EU Must Avoid Funding ‘White Elephants’ By Ensuring Optimal Use*, Brussels, 19 November 2024. Available at: allrail.eu.

As ALLRAIL's members have shown in recent years - for all types of passenger rail (from regional through to high-speed rail) - liberalisation has increased network utilisation and delivered better outcomes for both taxpayers and passengers.

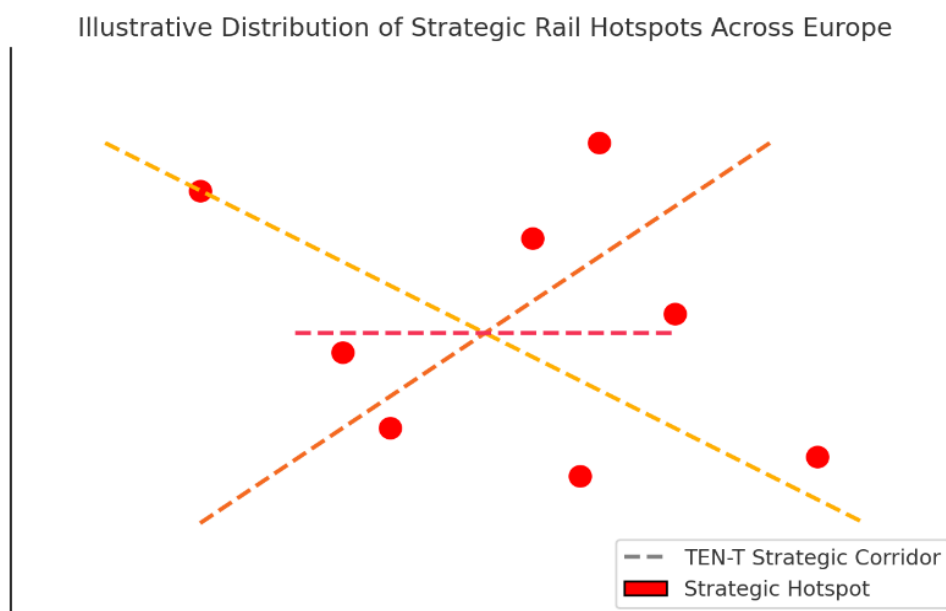


Figure 4: Illustrative distribution of EU-designated military mobility hotspots across TEN-T strategic corridors. Upgrading these nodes is essential for deployment speed and dual-use resilience.

Strategic Rail Investment – Aligning Defence, TEN-T and the Green Deal

Europe's military mobility must be built on interoperable, robust, and future-proof rail infrastructure. ALLRAIL supports the direction set out in [the EU Military Mobility Action Plan 2.0](#) and [the 2025 Defence White Paper](#).

To unlock rail's full potential, the following priorities must be addressed.

Dual-Use Infrastructure Standards – Ensuring Interoperability Across Europe

A key requirement is the seamless interoperability of railway systems across borders. Cross-border military rail movements depend on the full deployment of ERTMS, and TSI-compliant rolling stock. Without this technical alignment, infrastructure upgrades alone will not ensure speed, safety, or predictability.

Infrastructure Investment: Aligning Defence and EU Green Deal objectives

Equally important is the prioritisation of infrastructure upgrades along the core corridors of the TEN-T network. Investment should focus on enhancing operational parameters:

- 740 m train lengths;
- Axle loads of at least 22.5 t;
- Clearance to P400 or higher.

These enhancements are not only necessary for transporting military hardware; they also support modal shift in passenger rail, aligning defence investments with climate goals.

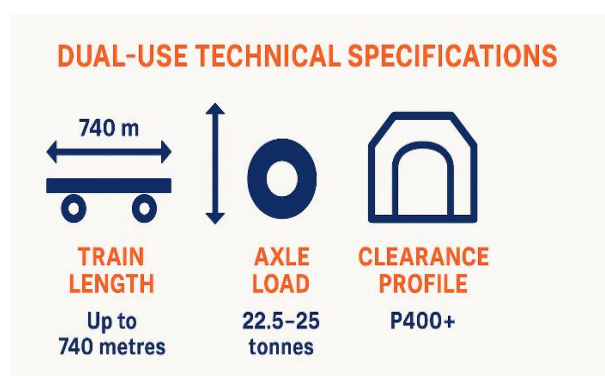


Figure 5: Dual-Use Rail Parameters Aligned with NATO Needs

The [EU's Readiness by 2030 strategy](#) identifies [four strategic multimodal corridors](#) for deployment. Rail must be central, thanks to its speed, capacity, and low emissions footprint. These routes, integrating [road, rail, sea, and air assets](#), reaffirm rail as the backbone of military logistics.

Flagship Projects and Eastern EU Corridors

Rail Baltica serves as a **flagship example of a dual-use project aligned with NATO specifications**. It demonstrates how military-grade infrastructure can simultaneously boost regional cohesion, trade, and civil transport.

The EU must prioritise the eastern corridors linking Ukraine to the EU network. Routes via Poland, Slovakia, Hungary, and Romania are vital for Ukraine's economic recovery and Europe's strategic readiness.



Figure 6: Rail Baltica: Illustrative Representation of a Flagship Dual-Use Corridor.

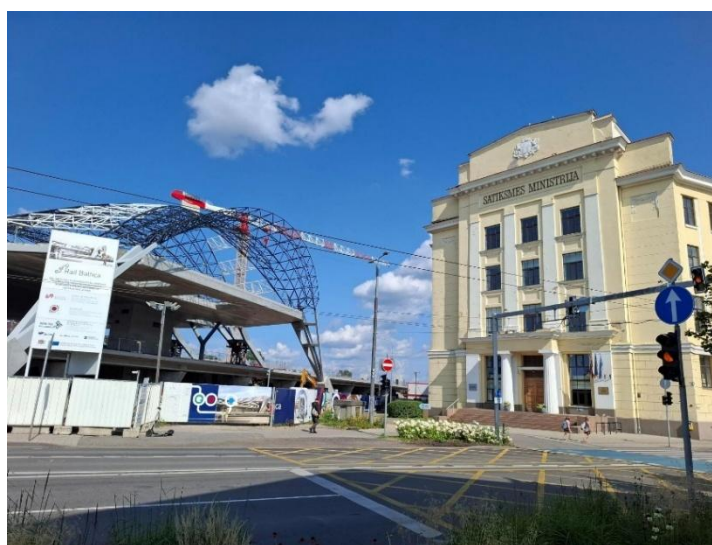


Figure 7: Photo of the Rail Baltica building site (on the left) next-door to the Transport Ministry (on the right), taken by an ALLRAIL representative in Riga, Latvia, on 7th August 2025.



ALLRAIL is also the host organisation of **the Global Ukraine Rail Task Force (GURTF)**⁶, a coalition of European & US American rail volunteers supporting Ukraine's rail sector since the first days of the Russian invasion. It has helped to provide half a million dollars in humanitarian aid for the Ukrainian rail sector.

⁶ For more information about the Global Ukraine Rail Task Force (GURTF), including its humanitarian and technical support to Ukrainian Railways since 2022, please visit: allrail.eu/ukrainerailtaskforce/.

This initiative underscores how strategic rail projects must be driven by rapid, decentralised, and cross-border collaboration.

Key bottlenecks persist:

- Different gauges;
- Damaged infrastructure;
- Limited cross-border capacity.

Private Sector Engagement – PPPs, Leasing Models, Independent Operators

Infrastructure alone is not enough, rail-based military mobility also depends on having the right vehicles, at the right time, in the right place.

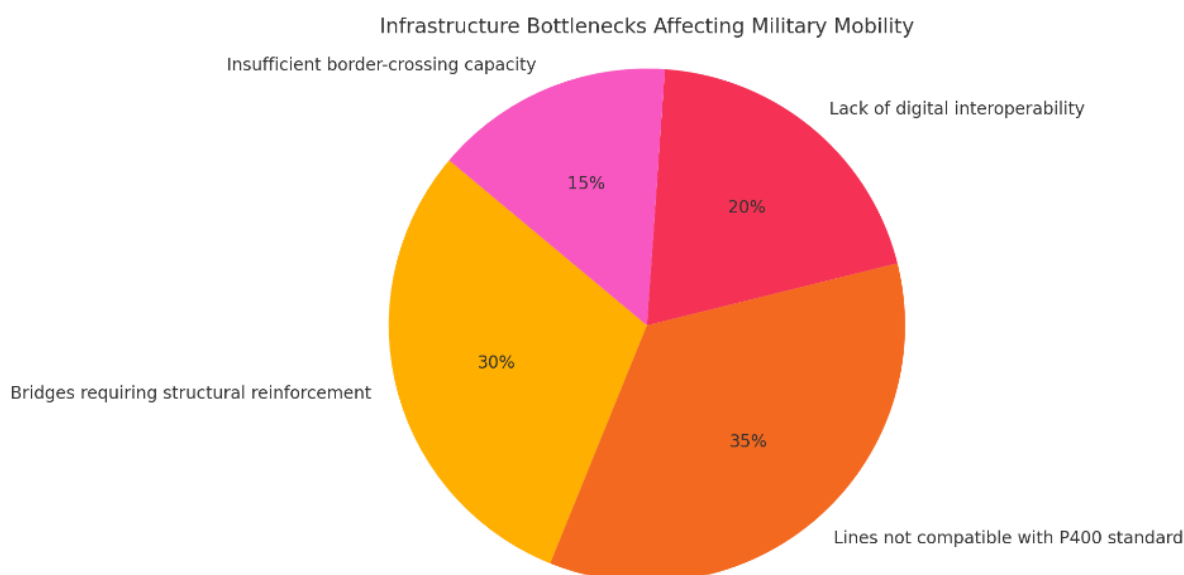


Figure 8: Indicative breakdown based on aggregated findings from TEN-T Work Plans (2022), and EU Military Mobility monitoring reports.

Key challenges include:

- **Multi-year lead times for new passenger rolling stock manufacturing;**
- **Barriers to financing for new entrants** (e.g. limited access to leasing);
- **Overdependence on second-hand stock** to meet urgent capacity;
- **Risks of strict “Buy European” requirements** that would delay procurement and raise costs. Europe’s current rolling stock supply base cannot meet large-scale demand at speed.

To address this, ALLRAIL recommends **a European framework for pre-certified military rail capacity**, based on:

- A reserve pool of new passenger rolling stock to transport troops, the wounded, evacuees and refugees that involves all passenger operators in a non-discriminatory manner, including those that are privately owned.
- Flexible leasing and joint procurement schemes;
- Full openness to all qualified suppliers

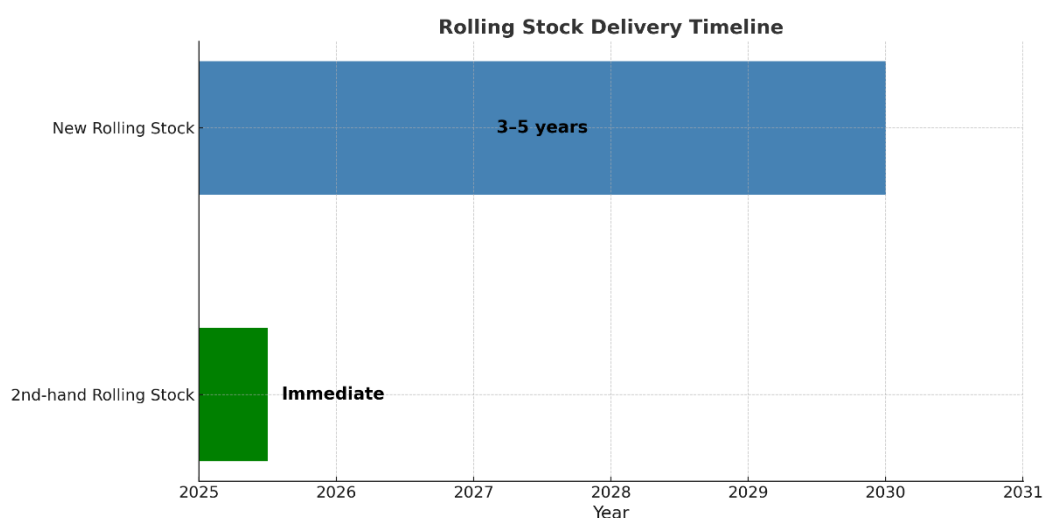


Figure 9: Comparative delivery timelines: second-hand rolling stock is immediately available, while new units can take up to five years, jeopardising military readiness if procurement is restricted.

ALLRAIL is concerned by reports that **DG DEFIS is planning a Solidarity Pool of dual-use rolling stock**, to be managed by Member States and then potentially outsourced exclusively to state-owned operators, such as PKP. Such an approach would risk undermining competition, distorting the market, and diverting EU-funded assets toward protected civilian monopolies.

Due to Russia's unprovoked attack, Ukraine is currently at war. However, the EU is not. Therefore, public procurement rules must apply. Independent operators must be eligible to participate in the deployment and operation of any rolling stock funded under this scheme.

Case study – Independent passenger rail companies: Proven agility in times of crisis

When Russia invaded Ukraine in February 2022, independent passenger rail operators responded faster than many state incumbents.⁷ Just six days after the invasion, **ALLRAIL member RegioJet spearheaded the launch of a daily humanitarian night train between the Polish city of Przemyśl near the Ukrainian border and Prague**, in cooperation with Ukrainian Railways, ČD Cargo, Rail Cargo Group, and the NGO Člověk v tísni.

What it delivered:

- **Up to 600 pallets of humanitarian aid per day**
- **400 sleeper berths for evacuees**
- **Over 5,000 tonnes of relief cargo**
- **More than 550,000 passengers transported**, mostly women and children fleeing war



Figure 10: Collage of the joint passenger/freight evacuation humanitarian trains, powered by RegioJet. Photos by Petr Kadeřávek.

This fast, large-scale response, with **no upfront taxpayer subsidy for RegioJet**. Instead, it was a speedy response to an emergency situation.

However, there is a risk that, in practice, funding under major instruments such as the **€150 billion SAFE loans**⁸ could be channelled disproportionately through state-owned incumbents. If this bias were to materialise, it would undermine the agility and resilience that independent operators bring, underlining the need for transparent, competition-neutral implementation.

⁷ ALLRAIL, "Russian invasion of Ukraine: humanitarian night train land bridge has started", 3 March 2022. Available at: allrail.eu.

⁸ Council of the European Union, "SAFE: Council adopts €150 billion boost for joint procurement on European security and defence", 27 May 2025. Available at: consilium.europa.eu.

This raises a critical issue: who is proven to deliver when it counts? It is not just publicly owned actors that can act under pressure.

If Europe is serious about **agility, resilience, and solidarity**, then it must recognise the value of independent passenger rail companies who can also act **fast in extreme situations**.

- **Faster crisis response**, no delays, no red tape;
- **Proven humanitarian delivery**, at scale and with speed;
- **Competition works**, it strengthens resilience and safeguards citizens. Actors strive to deliver the very best performance, for their customers (the military) and the wider societal interest.

Performance Monitoring & Digital Preparedness

The digital interface between civilian and military logistics must be strengthened. **Many ALLRAIL members are already deeply involved** with:

- Real-time train path allocation;
- Capacity optimisation;
- Multimodal synchronisation (e.g. rail & road).

These systems, already proven in civilian contexts, could be adapted for high-resilience military logistics.



Figure II: A Civil-Military Digital Interface for Railway Operations.

Open Access & Fair Governance – No Monopolies on Public Investment

Military mobility infrastructure must be resilient to hybrid threats, while its governance must be transparent and inclusive.

Key measures include:

- Redundant routing and fallback protocols, regularly tested;
- Transparent governance involving independent operators and private stakeholders from planning to delivery;
- Avoiding protectionist structures that risk inefficiency and underuse.

In this regard, the 2025 EU Court of Auditors Special Report⁹ highlighted that **the governance of military mobility is fragmented**, with **no single coordinating body** and only **partial oversight by the European Parliament**. To succeed, Europe must adopt a independent and neutral governance model for defence transport, **led by an official EU body or entity. In such a sensitive field, industry-managed solutions are not appropriate.**

Resilience also depends on the people who operate the system. In times of crisis, railway workers of all types, whether employed by privately or publicly owned operators, will be equally crucial. They must therefore all be granted the same special status. It would be unacceptable if incumbent staff were retained while workers at privately owned operators were conscripted. Equal treatment is essential to ensure that Europe's railway workforce can respond effectively in emergencies.

⁹ European Court of Auditors, *Special Report 04/2025, "EU military mobility: full speed not reached due to design weaknesses and obstacles en route"*, Publications Office of the European Union, Luxembourg, 5 February 2025. Available at: eca.europa.eu.

Cross-Border Harmonisation – A ‘Military Schengen’ for Rail

Infrastructure is only part of the story. Troop and equipment mobility also depends on removing bureaucratic obstacles. Despite years of effort, **EU-wide harmonisation of customs procedures, transport permits, and prioritisation protocols for military convoys remains incomplete**. This delays deployments and undermines deterrence.

ALLRAIL calls for:

- **A single, fast-track EU procedure for military rail transport**, aligned with NATO norms and embedded within the TEN-T;
- **Interoperable IT systems and real-time coordination** with infrastructure managers;
- **A “Military Schengen”** to eliminate cross-border barriers (e.g. customs checks, licence recognition, path delays).

In addition, **EU funding should be conditional on the simplification of national rules that obstruct cross-border movements**. The complexity of security checks, cross-border train path allocation, technical interoperability and train driving licences (e.g. languages that can be used) still causes fragmentation across different EU Member States.

For example, certain infrastructure managers allow ad hoc train paths up to 3 hours before departure, but only if requested at least 6 hours in advance. Later requests risk being rejected, unlike road convoys, which are often cleared in under 6 hours.¹⁰

¹⁰ RNE, “Ad hoc Requests for an Individual Train Path Overview”, RailNetEurope, March 2025, shows that some national Infrastructure Managers (e.g. Belgium) accept short-term ad hoc requests up to M-6 h before departure (running day); response times vary.

Private Sector Engagement – PPPs, Leasing Models, Independent Operators

The European Court of Auditors' 2025 report¹¹ is unequivocal: **current funding mechanisms for military mobility lack strategic coherence, clear indicators, and strong governance**. The EU's next long-term budget (Multiannual Financial Framework 2028–2034) aims to consolidate several programmes into a single European Competitiveness Fund (ECF), raising concerns about the dilution of transport priorities.

However, **CEF Transport is set to remain a standalone funding stream**, a welcome decision given its proven value for Military Mobility. As confirmed by EU Transport Commissioner Tzitzikostas before the European Parliament's TRAN Committee in July 2025, **the Connecting Europe Facility (CEF) Transport budget will double** in the next MFF (2028–2034), rising from **€25.8 billion to €51.5 billion**.

Notably, this envelope includes **€17.65 billion earmarked specifically for dual-use military mobility**, representing **a tenfold increase**¹² compared to the current budget. Such scaling confirms the need to preserve CEF Transport as a standalone programme within the future European Competitiveness Fund (ECF), with rail and cross-border connectivity at its core.

Meanwhile the Commission's proposed use of Horizon Europe, Digital Europe, and the €150 billion SAFE defence loans¹³ is a step forward, but only if delivery is transparent, competition-neutral, and performance-driven.¹⁴

Over-reliance on state-owned incumbents is an additional risk. For example, Germany's state-owned incumbent Deutsche Bahn (DB) ended 2024 with €32.57 billion in net debt¹⁵, while DB's long-distance passenger rail division (DB Fernverkehr

¹¹ European Court of Auditors, *Special Report 04/2025 – EU military mobility: full speed not reached due to design weaknesses and obstacles en route*, Luxembourg: Publications Office of the European Union, April 2025. Available at: eca.europa.eu.

¹² European Commission – DG MOVE LinkedIn Post, 12 July 2025: "What's different about the most ambitious and dynamic EU budget yet?", [Linkedln Post](#); Full statement by Commissioner Tzitzikostas: ec.europa.eu.

¹³ European Commission, *"European Union Member States endorse €150 billion SAFE defence loan instrument"*, Press Corner, 26 May 2025. Available at: ec.europa.eu.

¹⁴ EUNews, *"EU Commission amends budget to boost defence spending"*, 22 April 2025. Available at: eunews.it.

¹⁵ *Integrated Report 2024 – Net Financial Debt*, available at: ibir.deutschebahn.com.

AG) lost €427 million¹⁶, even more than DB Cargo¹⁷, which itself under restructuring. Depending solely on such indebted incumbents would undermine resilience. The military must diversify partnerships to include independent operators, who can provide both alternative stability and operational flexibility.

The recent **agreement between DG MOVE and EU Defence Ministries to prioritise 500 hotspots (from 2,800)**¹⁸ provides a focused roadmap. **Structural funds**, including the European Regional Development Fund (ERDF) and the Cohesion Fund, should now be rapidly deployed **toward dual-use rail infrastructure**, with robust oversight and implementation.

Public (i.e. taxpayer) contributions must be performance-based and conditional on:

- Interoperability;
- Market opening;
- Inclusion of independent passenger rail companies.

ALLRAIL calls for:

- **Passenger Rolling stock** to enable all operators, regardless of their type, non-discriminatory access to new & 2nd hand rolling stock and their financing conditions.
- **Integration of dual-use rail infrastructure projects into new EU defence financial tools** (e.g. €150 billion SAFE loans, EDIP), provided they guarantee transparency, interoperability, and open access).
- **Robust performance monitoring through measurable KPIs**, covering both strategic military readiness and improvements in civil network utilisation;
- **A central 'one-stop shop' within the European Commission or an alternative body of the EU** to coordinate all defence-related transport infrastructure and prevent institutional fragmentation.

Public-private partnerships (PPPs), involving independent companies and investors, should be welcomed. The experience of high-speed rail PPPs for the infrastructure manager in Spain and France proves that private involvement lowers costs and accelerates delivery. Such models are directly applicable to military mobility corridors as well.

¹⁶ DB Fernverkehr AG, *Geschäftsbericht 2024 – Ergebnis nach Steuern – 427 Mio €*, available at: ir.deutschebahn.com.

¹⁷ Marco Raimondi, *“Deutsche Bahn 2024 report confirms DB Cargo massive operating loss”*, RailFreight.com, 27 March 2025. Available at: railfreight.com.

¹⁸ European Commission, *Speech by Commissioner Tzitzikostas at the European Parliament TRAN Committee*, 17 July 2025, referring to the identification of around 500 priority hotspots for military mobility. Available at: ec.europa.eu.

Civil Integration – Dual-Use Rail Serving Citizens and Defence

It is imperative that military mobility investments serve both defence and civil transport needs. **Dual-use rail corridors must be designed with local and regional transport integration in mind.**

In the immediate aftermath of **Russia's invasion of Ukraine**, one ALLRAIL member, **RegioJet**, **deployed evacuee trains from the border just six days later**, without waiting for subsidies or coordination from national authorities. It acted in a fast and dynamic manner, putting refugees first.

In a different yet equally sensitive context, the **independent coach operator FlixBus** continued operating in western regions of Ukraine from the very first days of the full-scale invasion, organizing **free evacuation rides** from cities in Poland and Romania that border Ukraine. By April 2022, the company had already resumed regular services to Kyiv and other cities, ensuring vital transport connectivity during wartime.

FlixBus also participates in important related initiatives, demonstrating the flexibility and reliability of the private sector in challenging conditions. In particular, in partnership with the Kyiv City Council, the Berlin City Hall, and the charitable organization Life Bridge Ukraine, the company transports **wounded Ukrainian soldiers to Berlin**¹⁹, where they receive prosthetic care and undergo rehabilitation



Figure 12: FlixBus transporting wounded Ukrainian soldiers to Berlin for treatment, a concrete example of private sector support during wartime.

These examples show that independent operators can react faster and with great flexibility in a crisis situation. For this reason, they must be systematically included (equal players) in the EU's Military Mobility strategy.

EU citizens must also see the benefit of defence-related investments in their daily mobility options.

¹⁹ "FlixBus provides humanitarian aid for Ukraine", Flix Corporate Press Release, 22 March 2022, corporate.flix.com.

This implies:

- Ensuring that new or upgraded military rail links also serve high-frequency passenger or freight services;
- Including military corridors in national public transport planning and fare systems;
- Guaranteeing compatibility with existing ticketing and scheduling platforms, including one single non-discriminatory ticketing standard.

A pan-European transparent and impartial ticketing system (all rail tickets at all rail ticket vendors), as ALLRAIL advocates through the proposed Single Digital Booking and Ticketing Regulation (SDBTR) and the Multimodal Digital Mobility Services (MDMS) framework, would ensure seamless integration of military and civil use, especially in the event of emergencies or dual-role operations.

International Benchmarks and Best Practice

International experience confirms that efficient military mobility by rail is not only feasible, it is already operational in other advanced economies.

In **the United States of America:**

- Privately owned Class I freight rail operators routinely carry armoured vehicles, fuel, and troops over 3,000+ km.
- These convoys run on **mixed-use corridors** shared with freight and intercity passenger services.
- This is possible thanks to **standardised infrastructure, real-time logistics coordination, and clear access and liability rules.**

Europe has much to learn from these practices. **The EU should develop its own version of a dual-use rail strategy, one rooted in its core values of liberalisation, open access, and interoperability.** A decentralised, multi-operator system based on shared infrastructure and harmonised procedures would:

- Boost both civil resilience and military readiness;
- Enable faster, more flexible deployment capacity;
- Scale more effectively in crisis scenarios.

Conclusion and Recommendations

The EU Military Mobility Package is a once-in-a-generation opportunity to transform Europe's rail network into a true strategic asset, one that delivers for both defence and society.

To realise this vision, **rail must be at the centre** of EU planning, with smart, dual-use investments based on openness, interoperability, and performance. Fragmented governance and protectionist tendencies must be avoided. Instead, Europe needs a unified framework that ensures:

1. **Competitive access** to all upgraded infrastructure
2. **Mandatory interoperability standards** (ERTMS, 740m trains, P400, 22.5t axle load)
3. **Cross-border harmonisation**, including a "Military Schengen" for rail
4. **Rolling stock regulation** to enable non-discriminatory access to all operators to relevant 2nd hand & new rolling stock as well as their financing conditions
5. **Private sector participation**, via PPPs and open-access provisions
6. **Robust KPIs**, tracking both strategic readiness and civil usage
7. **Central coordination**, through a "one-stop shop" at an independent and neutral EU entity.

In particular, as Ukraine's integration into the EU transport and defence space accelerates, priority must be given to strengthening dual-use rail corridors in Eastern Europe. ALLRAIL members are ready to support this, with flexible rolling stock, digital platforms, and cross-border services.

Now is the time to act.

Visual Summary: The 7 Pillars of Dual-Use Rail Mobility

Pillar	Objective	Key Actions
1. Strategic Rail Investment	Prioritise rail in all EU mobility funding	Align all defence transport budgets with TEN-T and military corridors
2. Dual-Use Infrastructure Standards	Build infrastructure that serves both civil and military users	Mandate 740 m train lengths, P400 loading gauge, 22.5 t axle load, ERTMS
3. Open Access & Fair Governance	Prevent monopolies and ensure value from public investment	Require transparent governance, competition-neutral funding, and access for all qualified operators
4. Cross-Border Harmonisation	Accelerate military deployment across EU borders	Simplify customs, licensing, and path allocation under a "Military Schengen" framework
5. Civil Integration	Ensure citizens benefit from military mobility investments	Integrate military corridors into civilian transport plans, ticketing systems, and regional networks
6. Private Sector Engagement	Lower costs and boost delivery through innovation and competition	Promote PPPs, private investment, and rolling stock leasing with open access provisions
7. Performance Monitoring	Track strategic impact and civil benefits of dual-use investments	Set KPIs for readiness, civil use ratios, and cross-border interoperability

By embedding **liberalisation**, **competition**, and **strategic coordination** into its military mobility strategy, the EU can create a rail system that not only strengthens defence, but also delivers long-term value for citizens, making Europe more connected, secure, and resilient.

ALLRAIL stands ready to work with DG MOVE, DG DEFIS, ERA, Member States, other allied countries and NATO in order to deliver a modern, inclusive, and high-performance rail network, the backbone of Europe's future mobility and deterrence.

Meet our Expert at this Upcoming Event



*ALLRAIL's Policy Officer
and Military Mobility
expert, Aurélie Csizmazia*

Later this month ALLRAIL's Military Mobility specialist, Ms. Aurélie Csizmazia, will be attending the Warsaw Security Forum 2025²⁰ (29–30 September in Warsaw).

Please feel free to reach out to her during or after the Forum to continue the discussion on how Europe can deliver a truly dual-use rail system that strengthens both defence and society.

²⁰ Warsaw Security Forum 2025 (29–30 September, Warsaw). Official website: warsawsecurityforum.org.