

MOVEMENT COORDINATION CENTRE EUROPE



MCCE AT A GLANCE

Issue of
September 2017



Foreword from the Director MCCE



At the 2010 Lisbon Summit, NATO leaders adopted a new Strategic Concept. This was to be the Alliance's roadmap for the next decade. In order to maximize the use of Alliance capabilities, the Heads of State and Government committed to operate capabilities jointly, in order to streamline structures and maximize efficiency. These commitments concurred with the expectations stressed in the EU's Headline Goal 2010 to further develop its military crisis management capability. The 3 pillars became the core business of the Movement Coordination Centre Europe (MCCE).

Operating capabilities jointly requires coordination based on visibility. The key to success is founded on the willingness of the nations to share information. By coordinating Sealift, Air Transport, Inland Surface Transport and Air to Air Refuelling, the MCCE offers its member nations the possibility to operate their capabilities jointly, from a single or multimodal perspective.

In order to streamline structures, it is important to find common procedures and ways to help nations work easily together. We constantly try to develop new projects and concepts to enhance uniformity and facilitate cooperation. ATARES (Air Transport, Air to Air Refuelling and other Exchanges of Services) is a perfect example of how streamlined procedures can lead to significant success, and we anticipate that its surface equivalent SEOS (Surface Exchange of Services) will develop in the same manner.

Last but not least, to maximize efficiency, we continue to seek ways to share existing capacity and any opportunity to avoid duplication of effort. We inform nations on existing empty or part empty transport sectors. In support of this, the MCCE offers a flexible 24/7 service. Our desk officers have contacts with all national movement & transportation and AAR centres as well as other organisations providing strategic lift like SALCC, HAW and the EATC.

Finally, I would like to highlight that the MCCE has no command and control of the assets we coordinate. Therefore we can only provide the best possible support if nations are willing to provide information and share their capabilities and capacity.

Franck Verdierre, Col (FRA AF)

director@mcce-mil.com

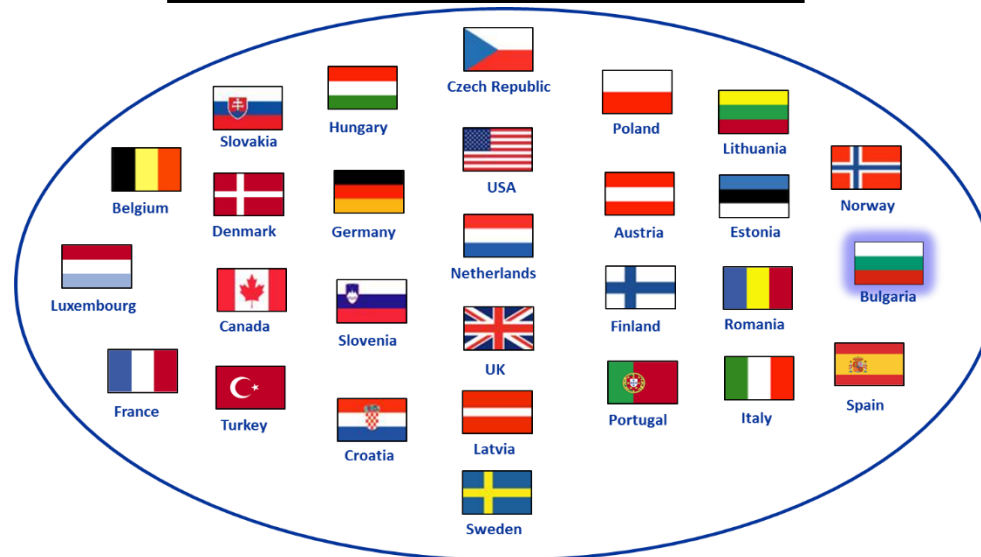


History

Strategic lift shortfall and the need for coordination

The history of the MCCE began when NATO and the EU identified a lack of assured strategic lift capacity and of coordination of strategic lift assets. Willing nations worked together to resolve these shortfalls. To generate capacity, projects like SALIS and SAC in the field of airlift, and MSSC in the field of sealift, were created. To improve coordination, willing nations established multinational coordination centres like the European Airlift Centre (EAC) and the Sealift Coordination Centre (SCC), that merged into the MCCE in July 2007. These solutions to mitigate the two shortfalls are in fact mutually reinforcing, with an important role for the MCCE in the coordination of the capacity that is generated by the SALIS and the MSSC, and also for the surplus capacity from SAC and EATC.

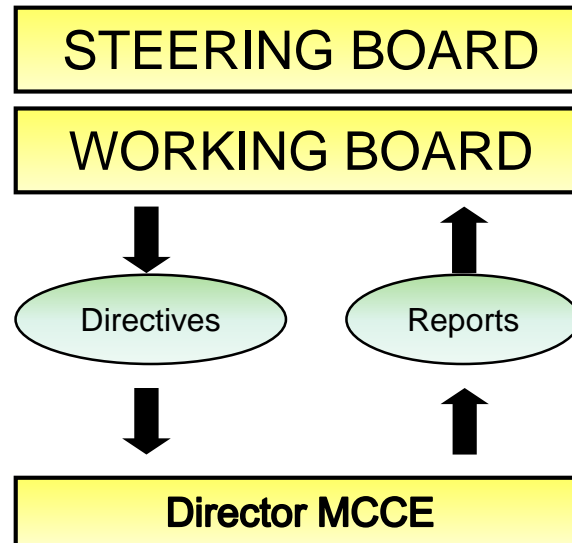
28 MCCE Member Nations



On 1st July 2007, the MCCE was officially established through a Technical Arrangement (TA). The founding Participants of the MCCE were the EAC and SCC nations, specifically Belgium, Canada, Denmark, France, Germany, Hungary, Italy, Latvia, Netherlands, Norway, Slovenia, Spain, Sweden, Turkey and the UK. Luxembourg, Estonia and Finland joined officially in the fall of 2007, with Romania, the USA and Poland following in 2008, and Portugal, Austria and the Czech Republic in 2010. Croatia joined in 2011, Slovakia and Lithuania joined in 2015, while Bulgaria became the 28th member nation on 1 January 2017.



Governance of the MCCE

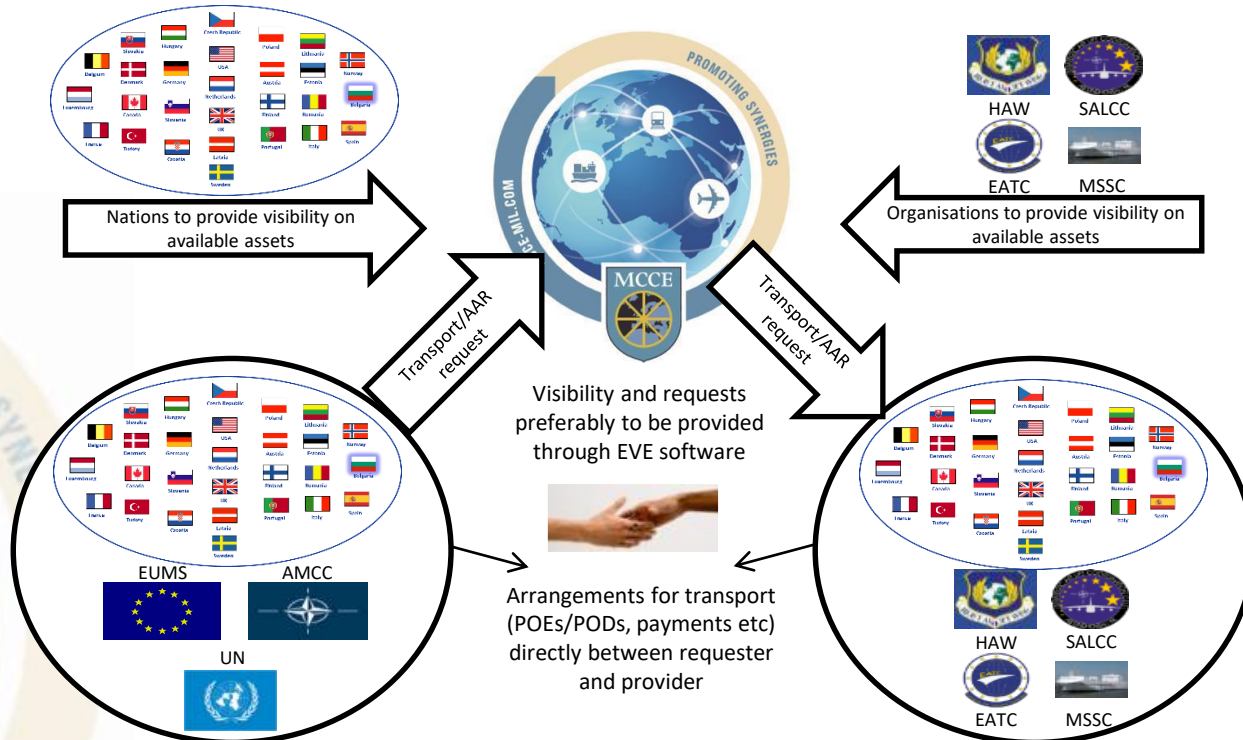


The MCCE is governed by a Steering Board (SB) and a Working Board (WB) in which all member nations are represented. Decisions are taken unanimously with each Participant having one vote. The MCCE SB meets once a year in May on MGen/BGen/Col level. The MCCE WB meets twice a year in Mar/Apr and Sep/Oct on Col/LtCol/Maj level.

MCCE vision

**Be a world class centre of expertise
in the international multimodal defence movement arena,
coordinating members' strategic movement requirements
and offers in the most effective and efficient manner.**

Mission



The MCCE is to **coordinate Participants' lift and Air-to-Air Refuelling (AAR) capabilities** in order to improve efficiency and effectiveness optimising synergies. The MCCE has the following principal roles:

To **coordinate Participants' requests** to support operational and training deployments and routine movements.

To **coordinate Participants' unilateral, multilateral and multinational movements in support of operations**, including Crisis Management Operations and Disaster Relief Operations.

Be prepared to provide **coordination support to EU, NATO or UN operations**.

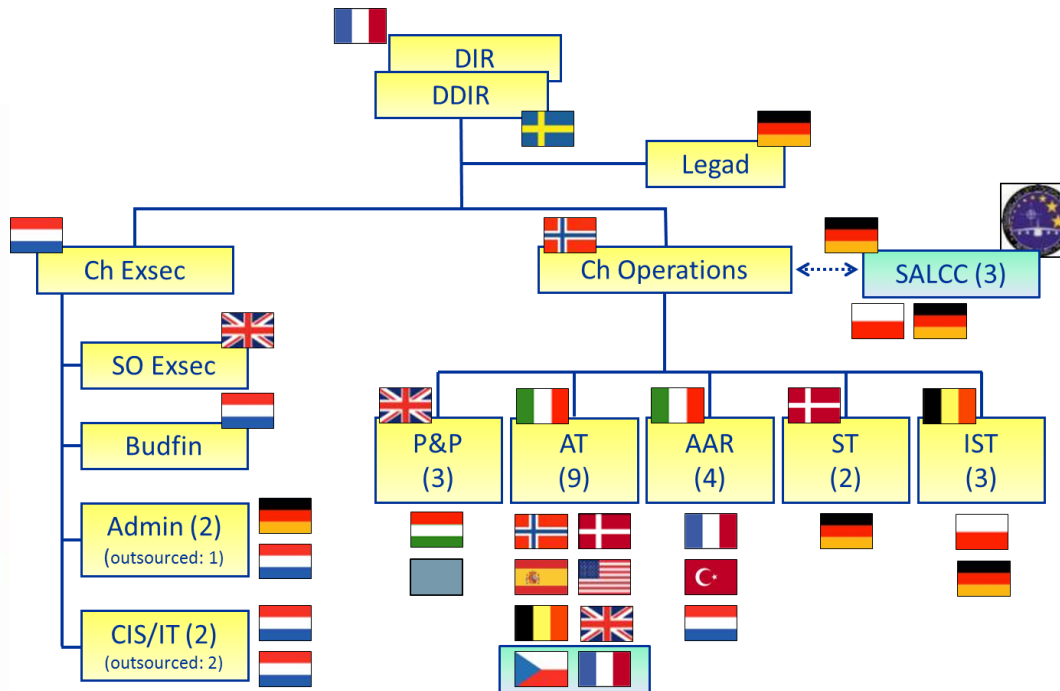
To **identify and highlight any potential to optimise Participants' use of Air Transport (AT), AAR , Sealift (SL) and Inland Surface Transport (IST)**. This includes the provision of advice for the common usage of commercial charter capabilities in order to avoid unnecessary competition for the same resources resulting in increased charter costs.

Be prepared to provide **coordinating services to Third Parties if proposed by a Participant**.

The MCCE is available 24/7 for worldwide, reliable coordination services in the field of multinational M&T and AAR.



MCCE Structure



The current personnel establishment of the MCCE comprises 32 posts, to be filled by military and/or civilian personnel from the member nations. The SALIS Coordination Centre (SALCC) is co-located in the operations room of the MCCE.

How to join the MCCE?

Any nation that is either an EU or NATO member qualifies for participation, subject to limitations set by the MCCE SB. Nations outside EU and NATO will be considered on a case-by-case basis. An aspiring nation may request to join with a letter to the Director MCCE. After unanimous approval, the Chairman of the MCCE Steering Board sends a Letter of Invitation. The new nation must sign a Note of Participation accepting all provisions of the MCCE TA.



How to cooperate?

1. By Letter of Acceptance (LOA)

Once a nation has filed a request for strategic lift or AAR support to the MCCE and a providing nation has been identified within the MCCE community, **the requesting and providing nations will have to agree on the conditions of their cooperation**. This is done by a Letter of Acceptance (LoA) (or through the Acquisition and Cross Servicing Agreement (ACSA) in the case of lift capacity from the USA). The LOA is the basic way of cooperation between MCCE member nations under the umbrella of the MCCE TA, available to all MCCE nations.

2. Air Transport and Air to Air Refuelling and other Exchange of Services (ATARES)

ATARES provides a framework to facilitate mutual support in the realm of air force activity through the exchange of services instead of financial payments.

- **Exchange of services:** based on the EFH (Equivalent Flying Hour) of the nationally owned reference asset. The reference is the cost price of 1 x C130 flying hour (EFH=1). Other nationally owned aircraft are factored against the C130 reference.
- **Monthly updated national balances** through MCCE ATARES secretariat.
- **No administrative burden** other than a request form/ATARES Form 1 to be sent to the MCCE.
- **Offered services** (based on available capacity of providing nation): air transport: dedicated aircraft, part load (eventually with diversion) / Air to Air Refuelling: dedicated or shared tanker aircraft, opportunity slots.
Available to MCCE nations that signed the ATARES TA (currently 24 nations).
ATARES Coordination Board: governing body where the representatives of the member nations discuss, review and decide all matters related to ATARES on an annual basis.

3. Surface Exchange of Services (SEOS)

SEOS provides a framework to facilitate mutual support in the realm of surface transport for military activities through the exchange of services instead of financial payments.

- **Exchange of services:** based on the SEU (Surface Equivalent Unit) of the nationally owned reference asset. The reference is the cost price of the national standard road carrier (SRC) transporting 1 TEU over a distance of 100 kms. Depending of the means of transport, a TEU equals 36m³, 6.06 linemeters, 10 tons or 16 passengers. Nationally owned inland surface assets and sealift assets are factored against these references.
Monthly updated national balances through the MCCE SEOS secretariat.
No administrative burden other than a request form/SEOS Simplified Form 1 to be sent to the MCCE.
Offered services: (based on available capacity of providing nation): road transport (trucks, DROPS, buses, etc.) / railway transport (all kinds of wagons) / inland waterways (barges) / sealift (RoRo).
Available to MCCE nations that have signed the SEOS TA (currently 15 nations).
SEOS Coordination Board: governing body where the representatives of the member nations discuss, review and decide all matters related to SEOS on an annual basis.



MCCE support

Air Transport Cell: Coordinates and optimises member nations' spare airlift capacity both as part load between nations or as a dedicated aircraft to a nation. Issues Airlift Offer List every two weeks.

Contact details: +31 40 206 6059 or at@mcce-mil.com
24/7 duty phone: +31 6 2054 8878



Air to Air Refuelling Cell: Coordinates and optimises the employment of member nations' existing and future AAR assets to improve effective use of capacity and of air space. Issues Tanker Availability Sheet every two weeks.

Contact details: +31 40 206 6060 or aar@mcce-mil.com
24/7 duty phone: +31 6 2054 8763



Inland Surface Transport Cell: Coordinates and optimises the employment of member nations inland surface assets. Issues Inland Surface Transport Offer List regularly.

Contact details: +31 40 206 6022 or ist@mcce-mil.com
24/7 duty phone: +31 6 1224 7584



Sealift Cell: Coordinates and optimises the employment of member nations' sealift capacity (nationally owned, on full time charter or on voyage charter). Issues Sealift Possibility Chart every two weeks.

Contact details: +31 40 206 6043 or sealift@mcce-mil.com
24/7 duty phone: +31 6 1244 7447



Projects & Planning Cell: Identifies potential synergies between nations' and organisations' movement & transportation plans and projects; promotes multimodal development and the use of complementary modes of transport.

Contact details: +31 40 206 6072 or plans@mcce-mil.com
24/7 duty phone: +31 6 8316 4725



Contact information

Visiting address: **Eindhoven Airbase
Flight Forum 1550
5657 EZ Eindhoven
Netherlands**

Postal address: MCCE
c/o Eindhoven Airbase
P.O. Box 90102
5600 RA Eindhoven
Netherlands

Email: info@mcce-mil.com
Website: www.mcce-mil.com
Fax: +31 40 206 6009