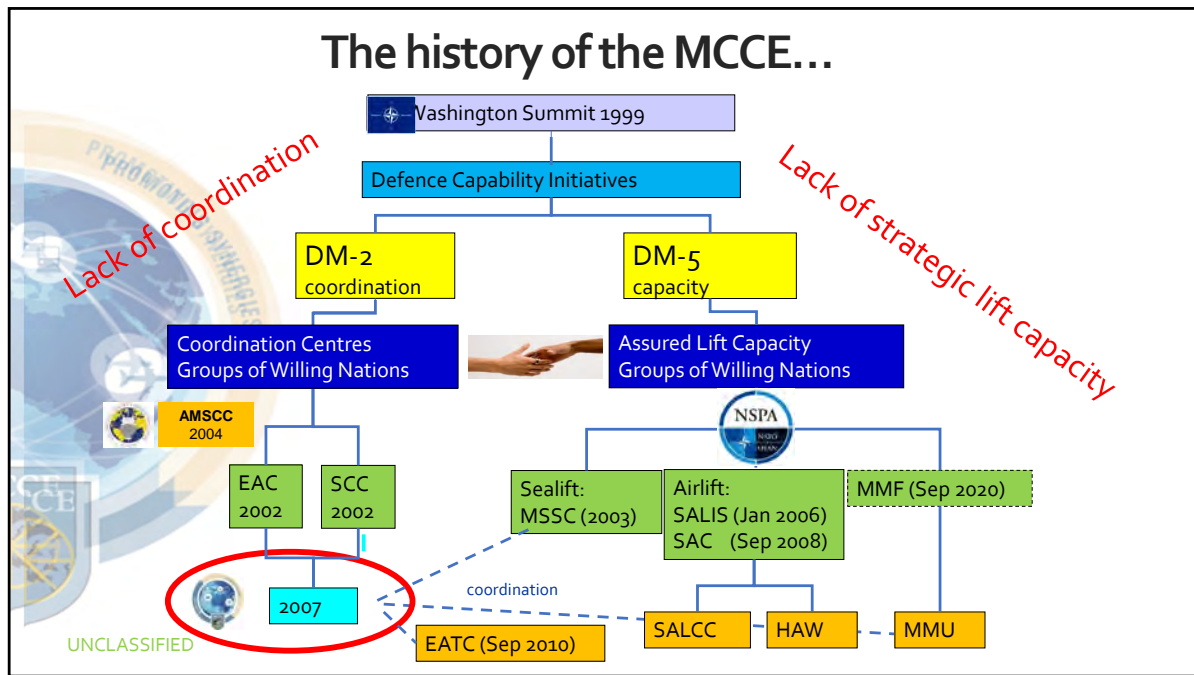




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MCCE : Delivering Flexible Solutions for its Member Nations and Partners

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Chief AT
Movement Coordination Centre
Europe (MCCE)



The history of the MCCE begins with the Washington Summit of 1999, where NATO discussed operational shortfalls and identified 58 Defence Capability Initiatives (DCIs).

In the area of **Deployability and Mobility**, two initiatives were identified with direct relevance to strategic lift:

DM-2 addressing the lack of coordination of strategic lift assets, and

DM-5 on the lack of assured strategic lift capacity.

Willing nations worked together to resolve the shortfalls. For DM-2, this resulted in the creation of multinational coordination centres like the European Airlift Centre (EAC) and the Sealift Coordination Centre (SCC), that have merged into the Movement Coordination Centre Europe (MCCE) in July 2007.

For DM-5, willing nations worked together to generate assured capacity. Out of the DM-5, a couple of initiatives were created.

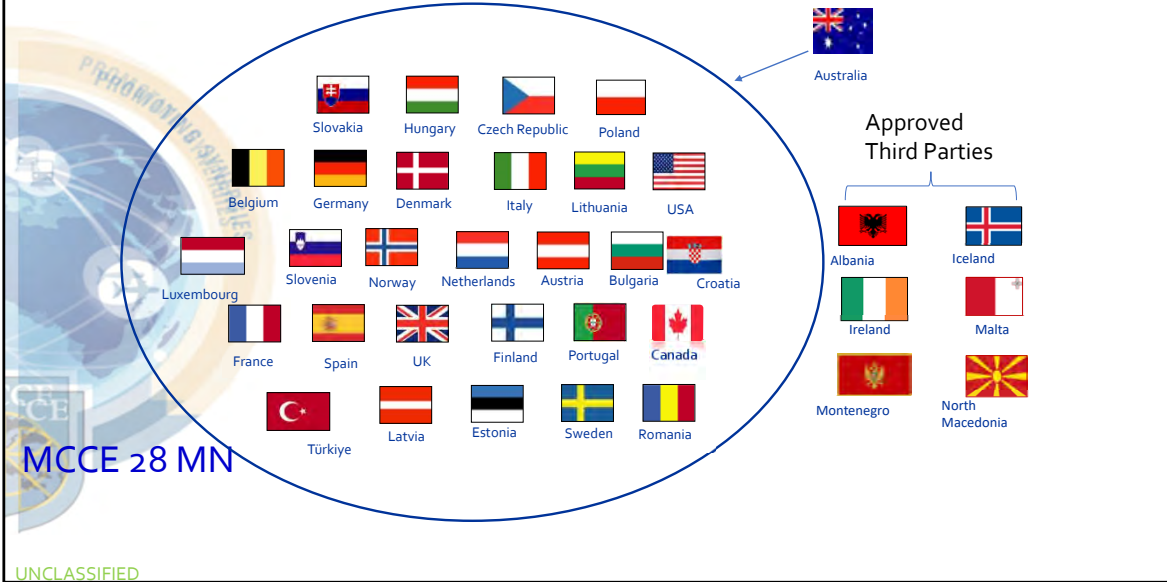
On the airlift side, SALIS and SAC (and their coordinating bodies SALCC and HAW) were created. In 2010, the EATC was created.

On the sealift side, the MSSC was created in 2003.

I would like to draw your attention to the fact that the two DCI initiatives are in fact mutually reinforcing, with an important role for the MCCE in the

coordination of the capacity that is generated by the different initiatives.

MCCE NETWORK

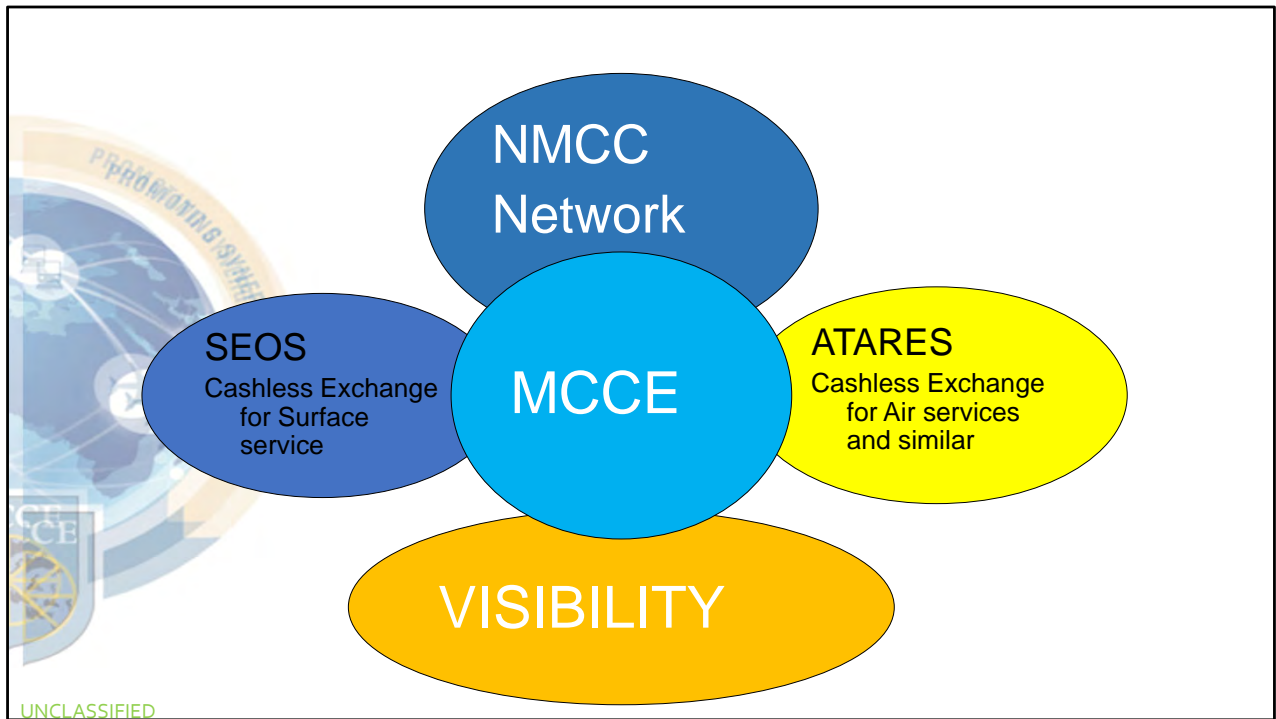


MCCE 28 MN

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28 Member Nations





Exchange of Services Tools



Alternatives to cash payments

- Cash payment for services is often not the best solution for the militaries of MCCE member nations
- Money is often lost to central treasuries and the military does not benefit from provision of lift
- Alternatives were sought in the late 90's with a bartering system initially proposed by the EAG to compensate militaries for services provided in the realm of air forces' activities (ATARES)



ATARES



- Air Transport and Air-to-Air Refuelling and other Exchange of Services.
- No financial payments required.
- Enables a flexible and non-bureaucratic exchange of flight hours
- “Currency” is the Equivalent Flying Hour (EFH): the cost price of one C-130 flying hour
- Other nationally owned aircraft are factored against the C-130 reference
- Under 50 kgs FREE
- Services available:
 - Air transport: dedicated aircraft or part load
 - Air-to-Air Refuelling: dedicated or shared tanker aircraft, opportunity slot
 - Various air-related services (TACAN, AMED, SIMS, SAR etc)
- Access to contracts and/or organizations without being a member: EATC / SALIS / HAW

ATARES Principle



Facilitating Multinational Cooperation

A French C-130 flies 2,4 flying hour (=2,4 EFH) for Germany, whilst...



A German C-160 flies 2,4 flying (=2,4 EFH) for Belgium, whilst...



A Dutch Gulfstream IV flies 3,1 flying hours (=2,4 EFH) for France, whilst...

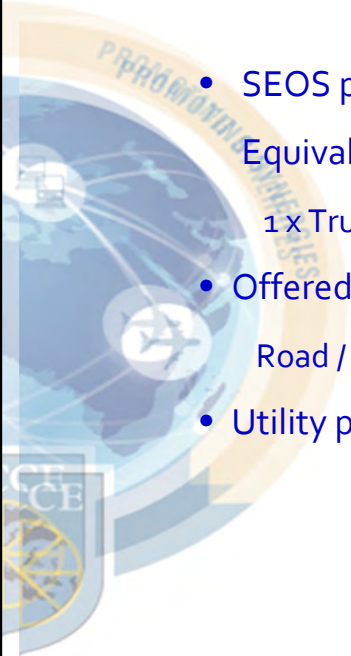


A Belgian A-321 flies 1 flying hour (=2,4 EFH) for Netherlands, whilst...



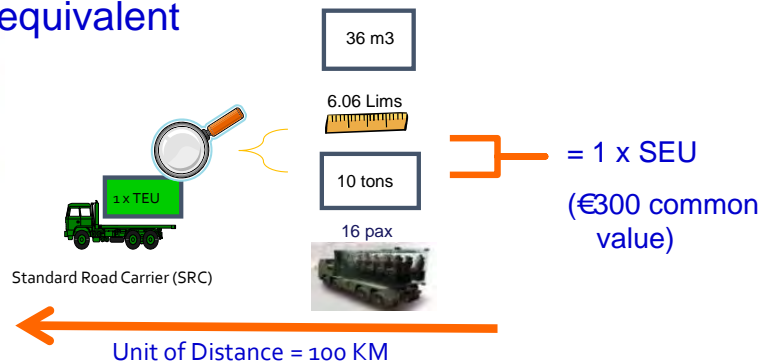
SEOS Overview

- SEOS provides a flexible exchange system using the Surface Equivalent Unit (SEU) as currency:
 - 1 x Truck: 1 x TEU for 100kms = 1 x SEU (Next slide)
- Offered in SEOS:
 - Road / Rail / Sealift / Inland waterways (Barges)
- Utility provided to allow conversion of SEUs for EFH (ATARES)



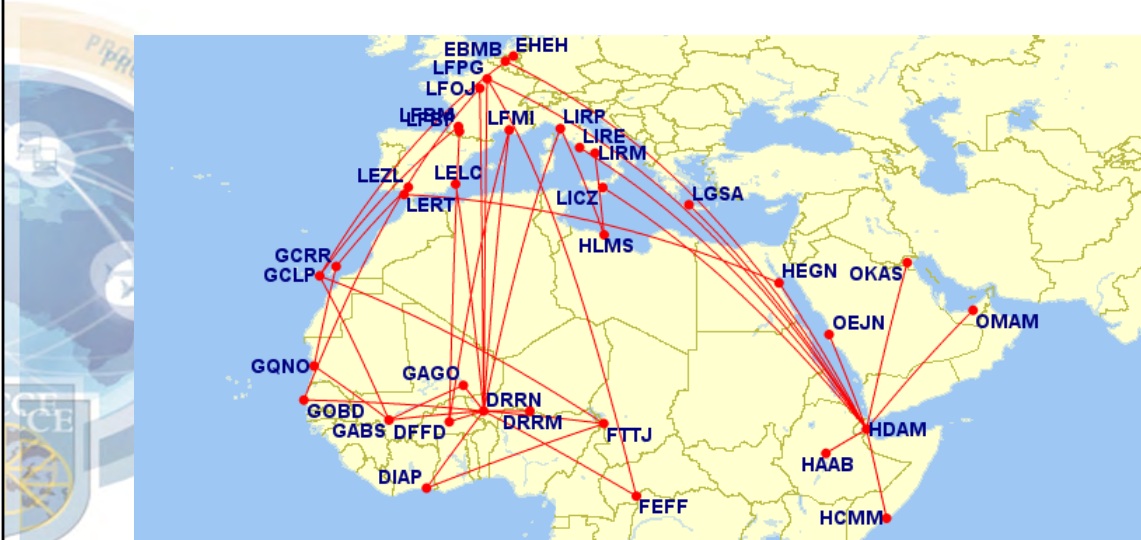
The Surface Equivalent Unit - SEU

Transport of one 20ft Container (TEU) or its equivalent



SRC = Standard Road Carrier (E.g.: Drops truck)
TEU = Twenty Ft Equivalent Unit
SEU = Surface Equivalent Unit (Common national value of €300 per SEU keeps calculations as simple as possible)

EATC flights Africa Snap shot



See details in Excel version of the offerlist

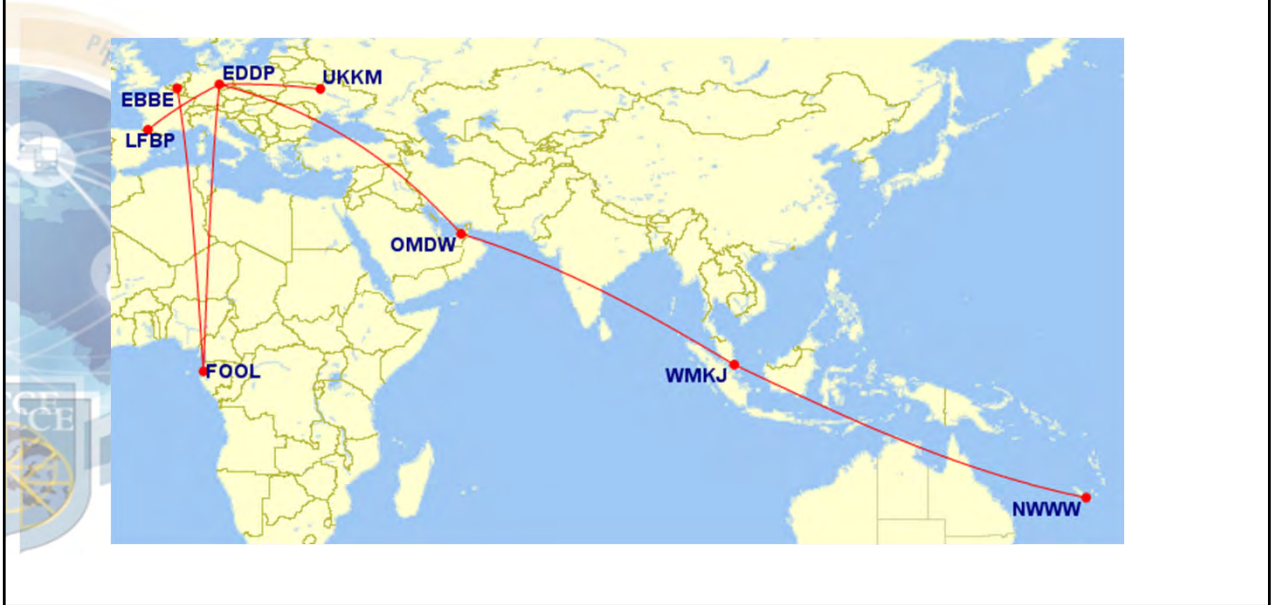
Example of available EATC Flights

HAW C-17 Flights Snap shot

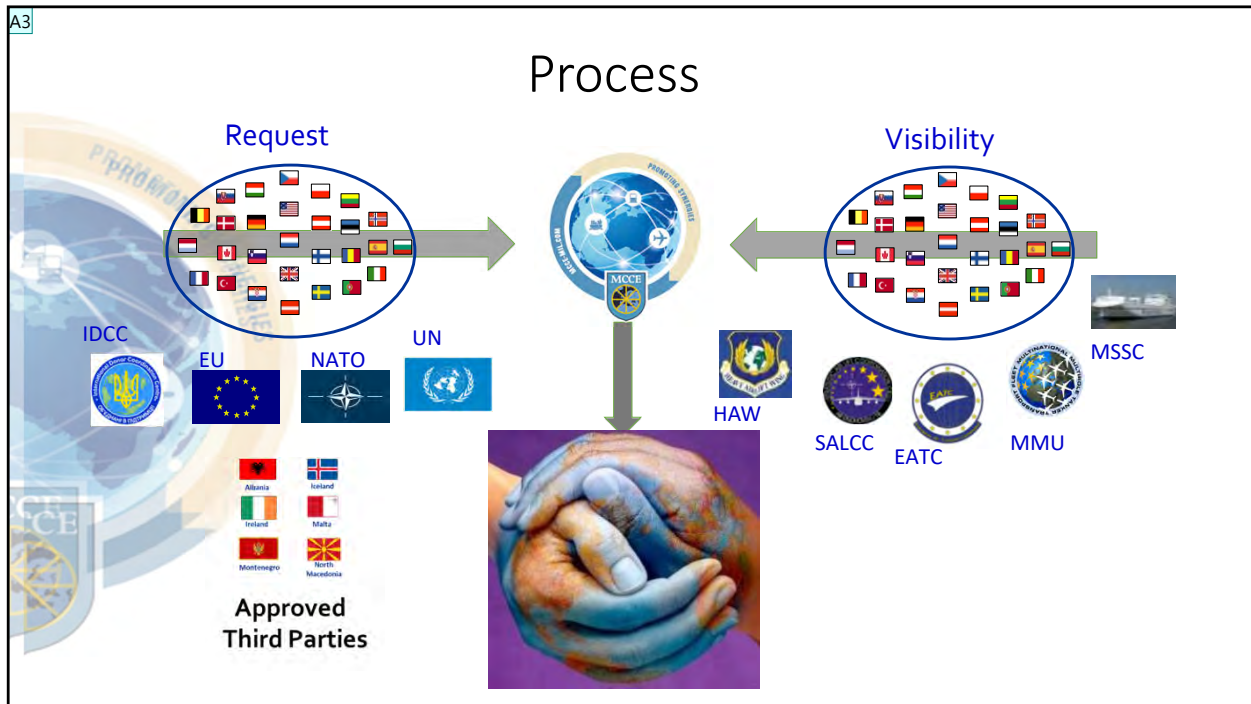


Example of available HAW C17 Flights

SALIS AN-124 Empty Legs



Example of available SALIS AN 124 Flights



A Request + Visibility = a match

The advantages of the MCCE are its network of contacts, like-minded commitment to cooperation, and centralized information.

To achieve cooperation, the MCCE requires **Visibility**: what assets are available from partners to share, what lines of communication are used for movements to required destinations?

The MCCE also requires a **Request**: what is the need that a nation requires assistance with solving?

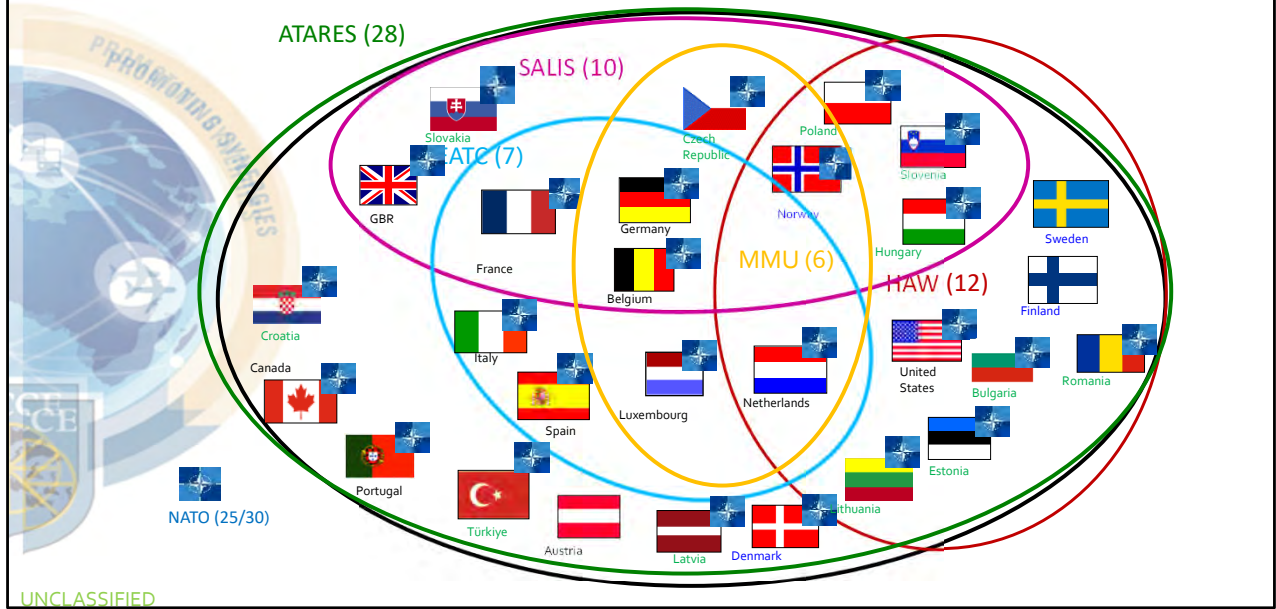
Knowing what the requirement is, as well as the available options to meet that requirement, results in a **match** – a provider supplies movement resources to the requestor to best meet their need.



AIR TRANSPORT

POC: XO

Multinational Air Transport Solutions



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FIN – DNK - ITA cooperation using HAW

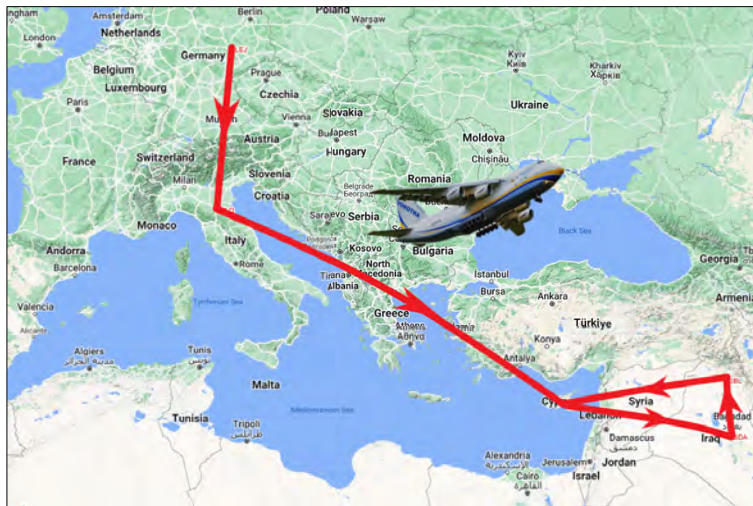


- Finish sponsorship of a HAW mission in support of combined DNK / ITA requests

ITA ATR 22/0375-0376-0377-0378
SALCC-MCCE Cooperation

	ITA Request ATR: 22/0375 & 0376 & 0377 & 0378
Date:	27 Dec 2022–09 Jan 2023
From:	Bologna (LIPE)
To:	Erbil (ORER)
Load:	2*NH90 + CARGO + DG
Payment:	ACSA or EFH
	BEL SVK HUN Booked
	SALIS Mission 
Asset:	AN-124
From:	Leipzig (EDDP)
To:	16 Jan 2023
Load:	As requested
Payment:	ATARES 67,9167 EFH

Pot contributing nations	FH used for ITA support (H:MM)	Cost in EFH
BEL	07:06	35,5
HUN	03:00	15
SVK	03:29	17,4167
TOTAL	13:35	67,9167



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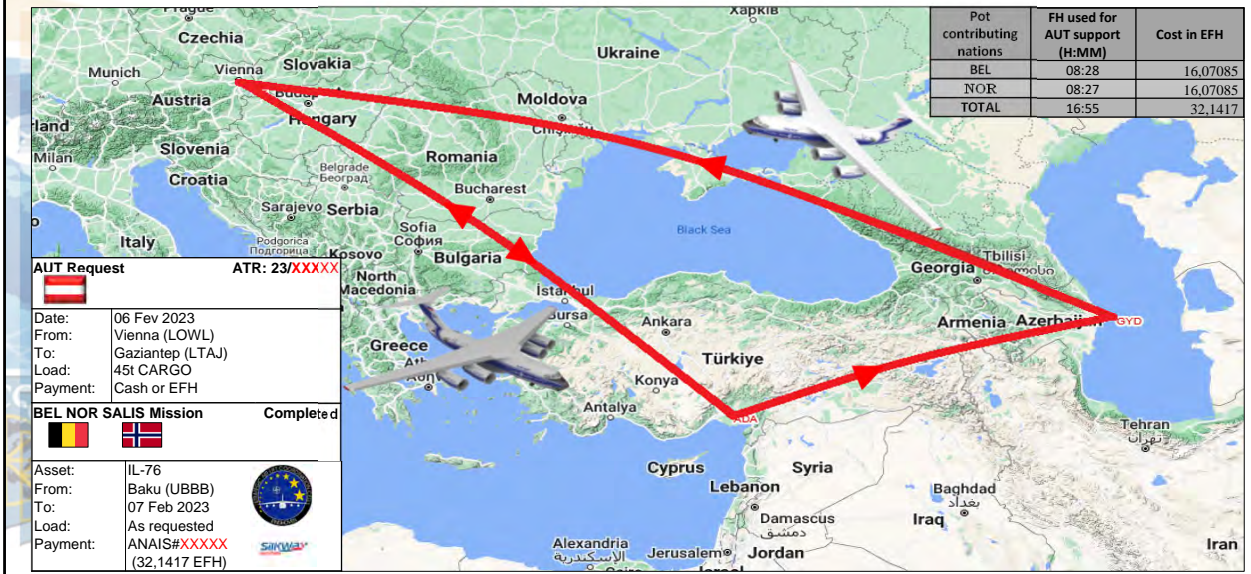
This is a recent and very interesting example of a solution,

- ITA request 2 helicopters NH90
- 16 Dec: C17 was the preferred primary idea, but with one answer, which was even negative, NLD having no options via HAW
- The request still processed by other nations
- 20 Dec: another negative reply, from the US this time, too short notice they need at least 30 days to coordinate the movement for ITA according to CENTCOM
- 29 Dec: ITA is not a SALIS member, but MCCE and SALCC made such a proposition via the AN124 SALIS Program, using prepaid hours made available by some SALIS member nation for international use the mechanism is like putting this in a Pot showing what is available to negotiate cooperation, in this case BEL, HUN and SVK hours were identified to be used
- 30 Dec: ITA accepts the proposal

ITA met their military objectives, on time,
BEL HUN and SVK enjoy earning ATARES EFH on their national ATARES Account

ITA, as a non-nation of the SALIS contract, the equivalent factor (EF) is 5.

AUT ATR 23/XXXX
MCCE-SALIS Cooperation for Türkiye disaster relief



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Able to react in 24 h

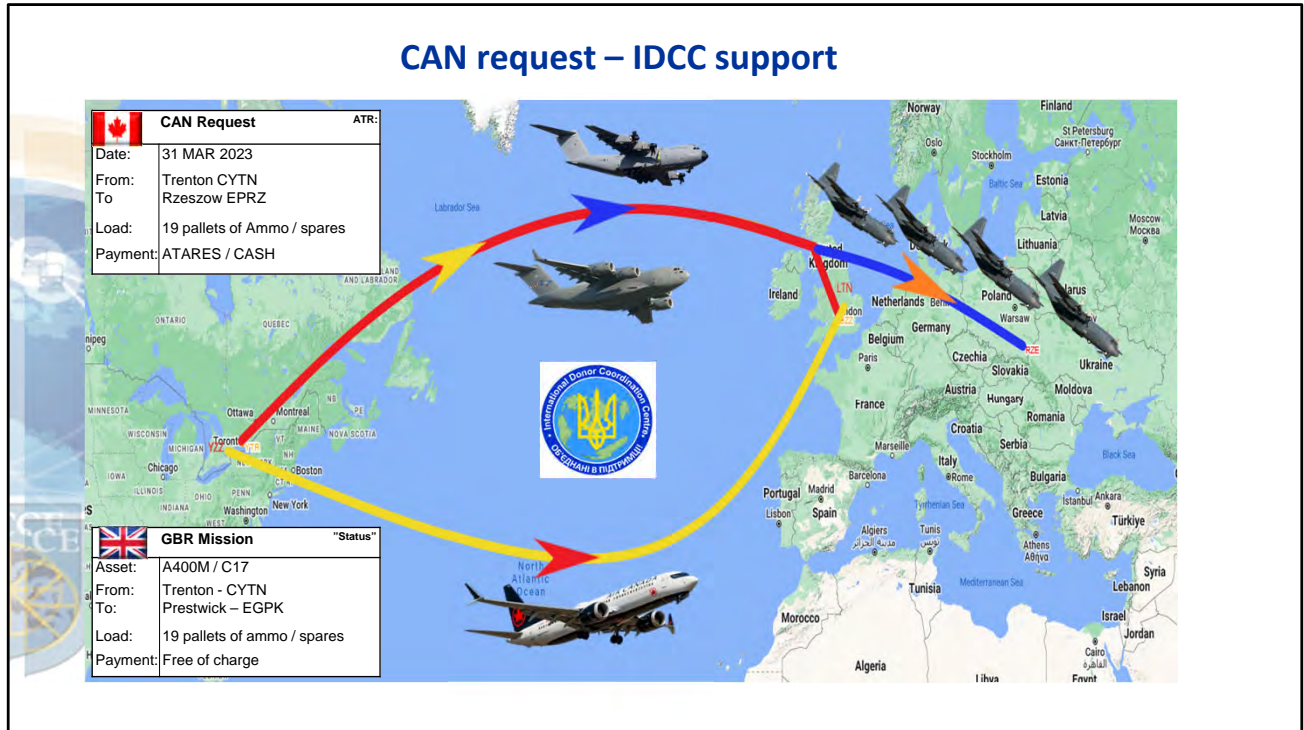
Access to SALIS: AUT Not a SALIS Member Sponsored by BEL and NOR

Silkway Sub contractor of ALS

Coordination between ALS/SILWAY/SALCC/AUT NMCC within 9 hours

Aircraft Airborne within 15 Hours

CAN request – IDCC support



Remarks;

IDCC support.

Trenton - Prestwick:

- 12 pallets transport by GBR C-17
- 7 pallets transported by GBR A400M

Toronto - London

- 14 PAX transported by Canadian commercial flight

Prestwick – Rzeszow

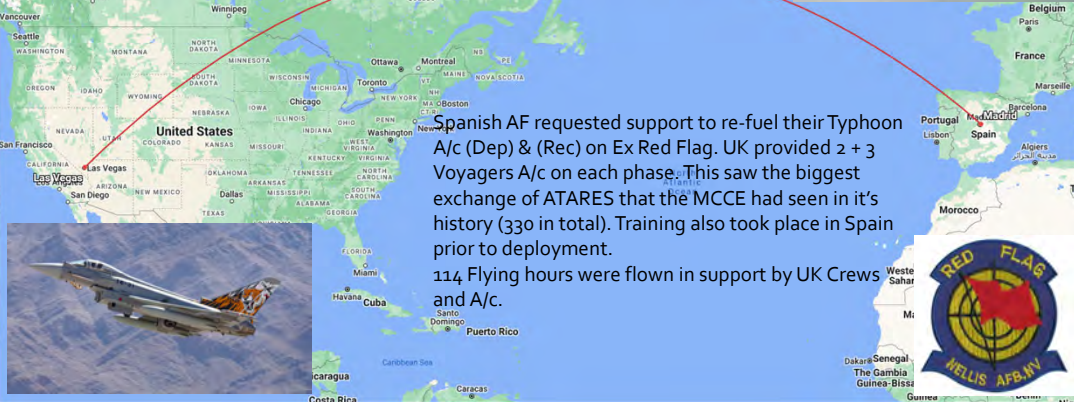
- 19 pallets + 14 PAX transported by Canadian C-130



AIR TO AIR REFUELLING

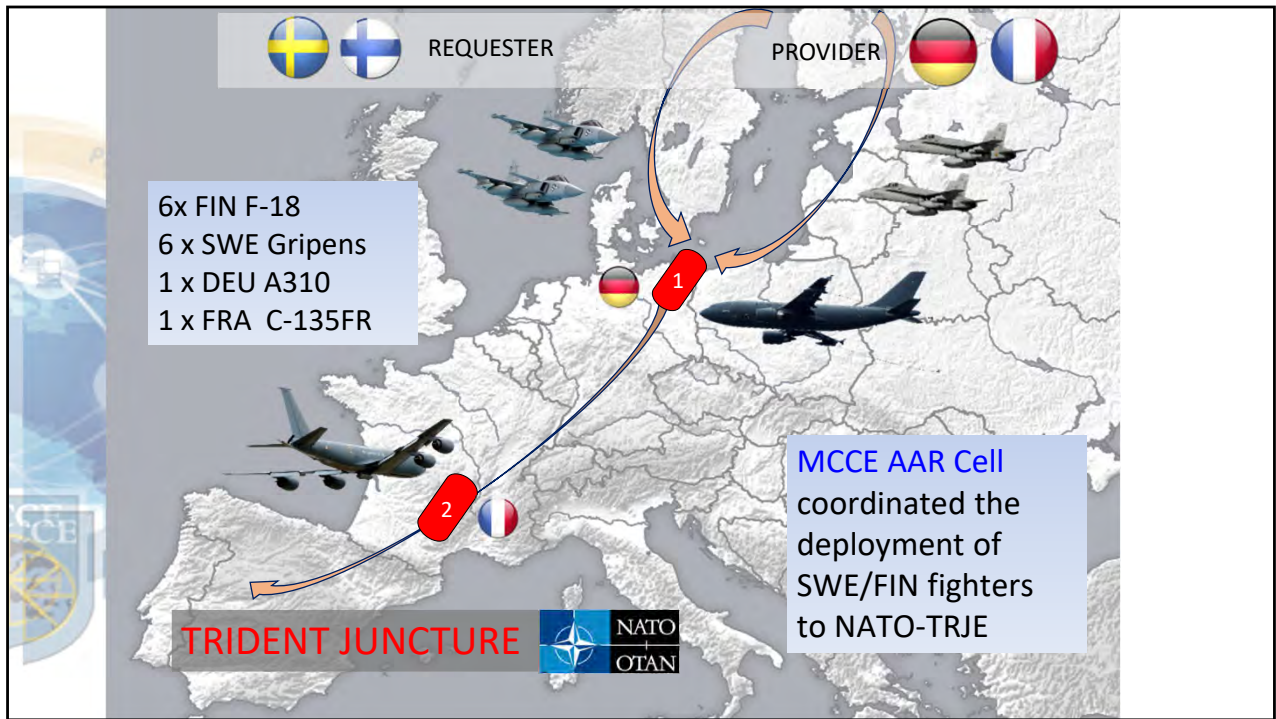
POC: XO

Spanish Red Flag Deployment & Recovery Feb/Mar 2020

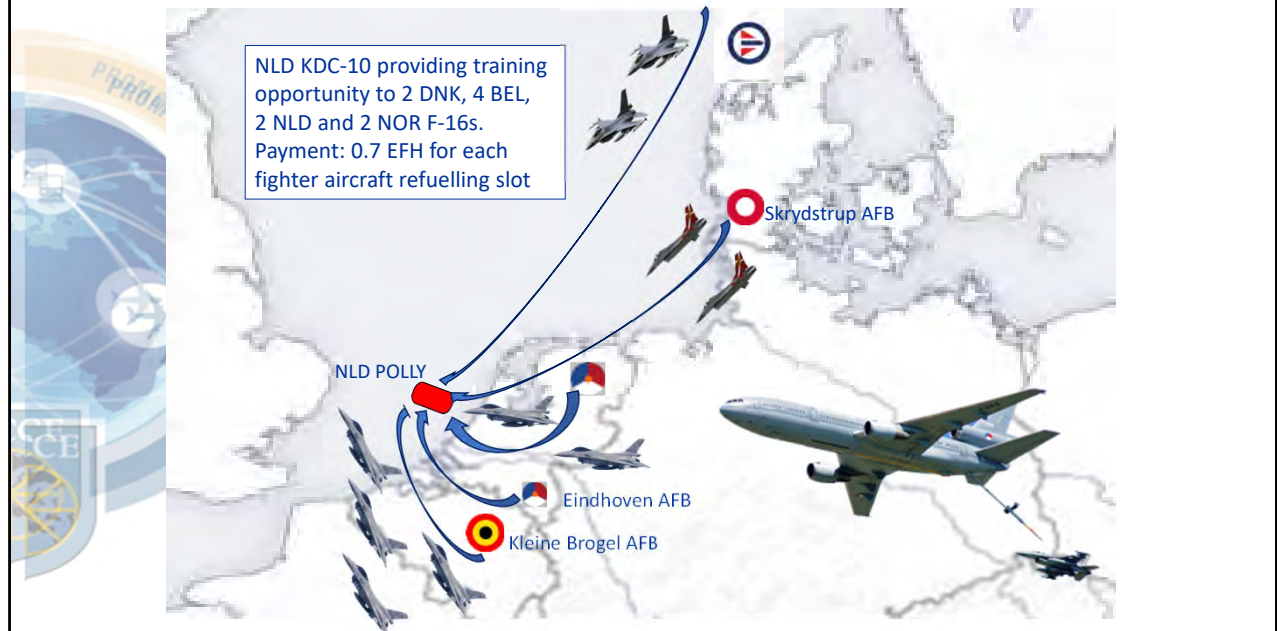


Spanish AF requested support to re-fuel their Typhoon A/c (Dep) & (Rec) on Ex Red Flag. UK provided 2 + 3 Voyagers A/c on each phase. This saw the biggest exchange of ATARES that the MCCE had seen in its history (330 in total). Training also took place in Spain prior to deployment. 114 Flying hours were flown in support by UK Crews and A/c.





NLD – BEL – DNK – NOR cooperation




- This slide shows an AAR sortie by a NLD KDC-10 tanker aircraft.
- Originally planned for training of NLD F-16s only, the MCCE coordinated with BEL, DNK and NOR so that those nations could also use the KDC-10 for training their F-16's.
- As a result, BEL, DNK and NOR paid less than they would have for a dedicated national training, and the NLD earned 5.6 ATARES EFHs which they otherwise would not have made.



INLAND SURFACE TRANSPORT

POC: XO

Inland Surface Transport Cell

 USA REQUEST 22/12 A-G	
Date:	01-11 MAY 2022
From:	Liepaja SP, LVA
To:	A – Ādaži TA, LVA B – Tapa TA, EST C – Radom, POL D – Pabrade TA, LTU E – Lešt', SVK F – LSA Skrunda, LVA / Vainode TA, LVA G – Drawsko Pomorskie TA, POL
Load:	Different cargo for different directions
Payment:	Cash (ACSA)

OFFERS	
 Offer from DNK	



Scope of the Mission: DEFENDER-Europe 22

MATCHED

Inland Surface Transport Cell

 USA		REQUEST 22/31
Date:	08-16 JUL 2022 National activity	
From:	Brigada Mecanizada Camp Militar Santa Margarida, Constanca (PRT)	
To:	Dobrá Rail Terminal (SVK)	
Load:	14 x M113 APC	
Payment:	(ACSA)	
OFFERS		
		DNK offer accepted 



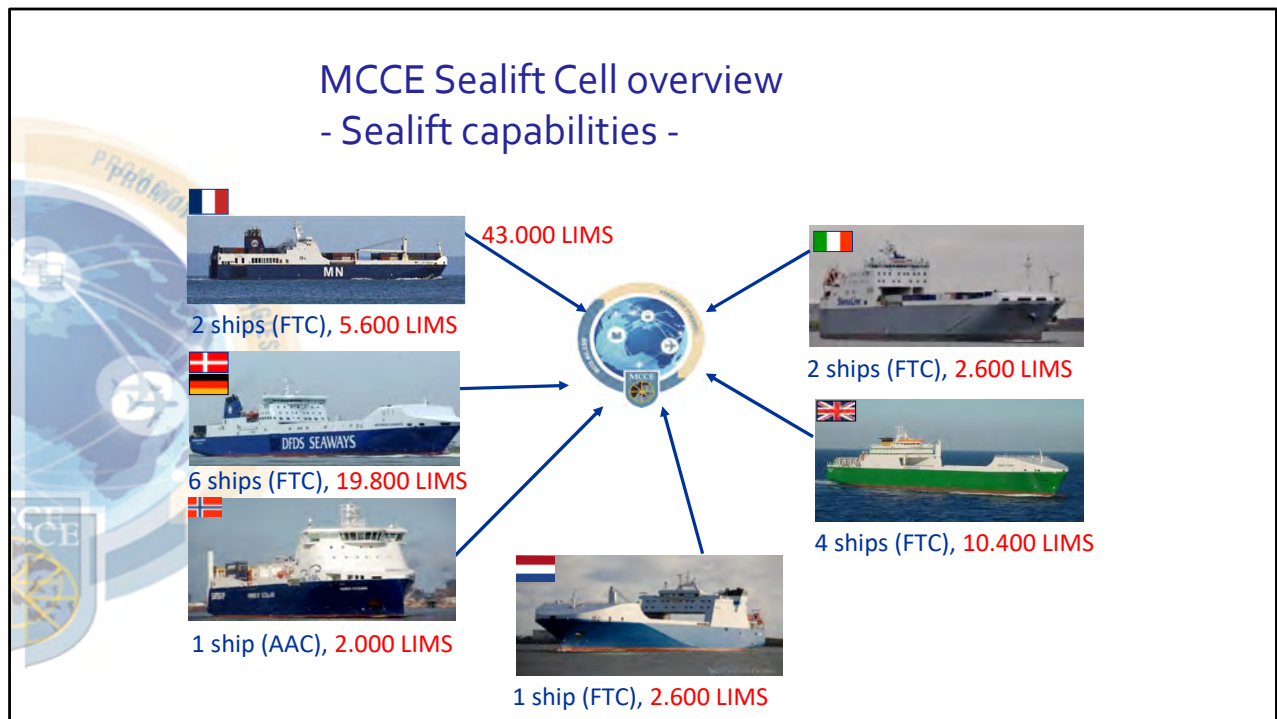
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MCCE Also looks or transport solution in surface transport, Road Rail and IWW, This example shows the proposition of the use of a DNK defence contract, Scan Glogal Logistic, SGL, used by the Danish Ministry of Defense Acquisition and Logistics Organisation since may 2021,



SEA TRANSPORT

POC: XO



On the other hand, there are just 5 MCCE member nations that are able to provide spare capacity on a regular basis on their vessels for requesting MCCE member nations.

Those MCCE member nations that have the ability to offer spare capacity to the MCCE community are

- Italy with 2 RoRo vessels on full-time charter with a total of 2.600 LIMS
- United Kingdom with 4 RoRo vessels on full-time charter with a total of 10.400 LIMS
- Norway with 1 RoRo vessel on assured access contracted with 2.000 LIMS
- 6 full-time chartered and rechartered RoRo vessels of the Danish/ German Ark-Project with a total of 18.700 LIMS
- France with 2 RoRo vessels on full-time charter with 5.600 LIMS

In total MCCE member nations might gain access to ca. 39.300 LIMS from 15 vessels.

However, most of the RoRo capacity is used for national daily business.

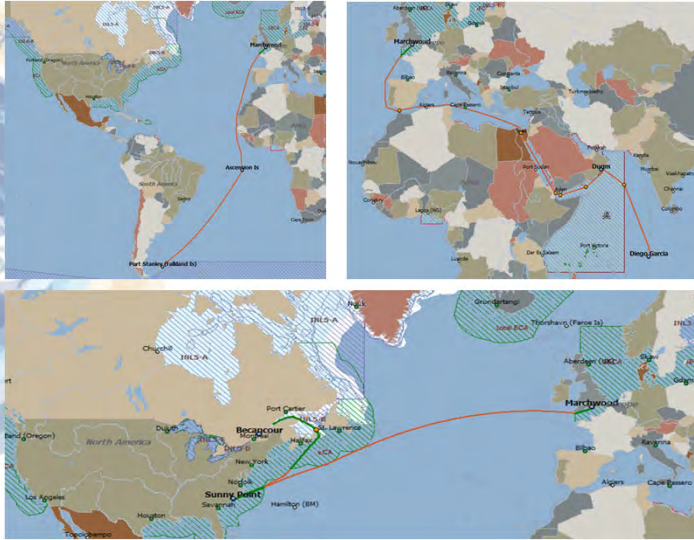
Also, there is the possibility to gain access on vessels that have been nationally contracted by MCCE member nations on a case-by-case basis if those contracts are open to the other MCCE member nations.

Turkey and Spain are right now in the process of legally examining their possibilities to offer capacity for shared sealift.

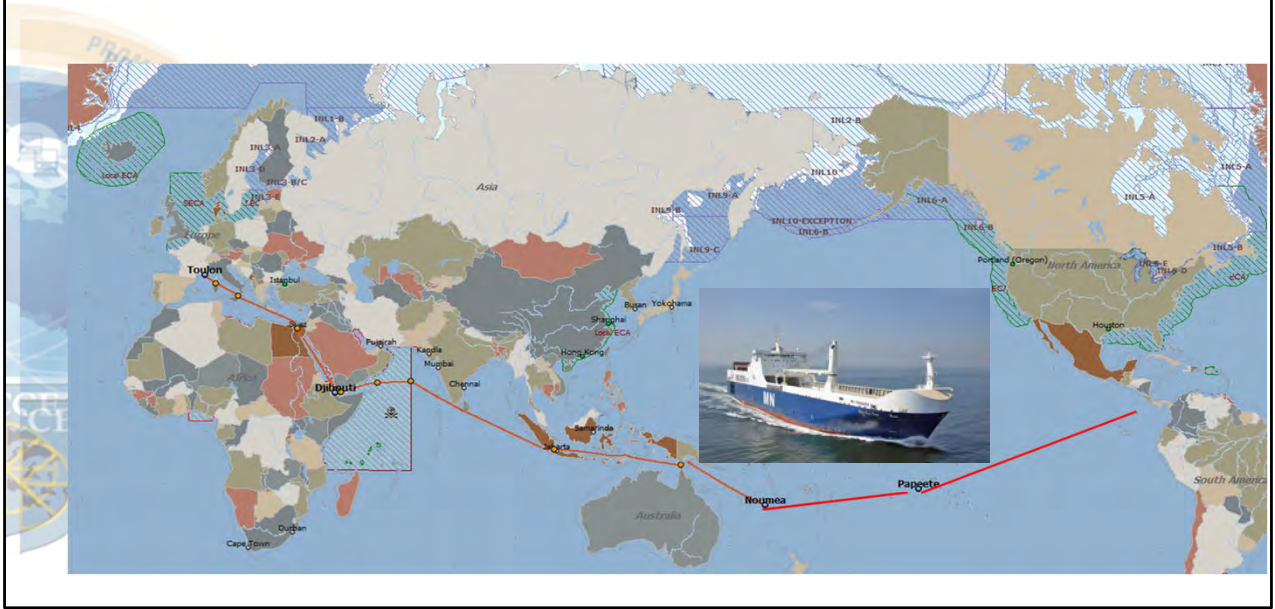
Turkey has chartered 2 ships, 1 RoRo and 1 container ship, through an AAC.

Spain has acquired a former ferry and will decide by 2022 the possibility to offer capacity for shared sealift.









GBR SLOCs



FRA SLOC






MCCE Sealift Cooperation


	CAN request	SEAR 22/21	
From:	Riga (RIX)		
To:	Becancour (BEC)		
Load:	709 LIMS		
Payment:	Cash		
	NSPA request	SEAR 24/21	
From:	Riga (RIX)		
To:	Sunny Point (SUT)		
Load:	12 LIMS		
Payment:	Cash		
	NLD request	SEAR 31/21	
From:	Marchwood (MAW)		
To:	Sunny Point (SUT)		
Load:	7 LIMS		
Payment:	Cash		
	SWE request	SEAR 47/21	<p>Match: → GBR vessel MV HURST POINT</p> 
From:	Riga (RIX)		
To:	Sunny Point (SUT) - Becancour (BEC)		
Load:	19 LIMS		
Payment:	Cash		

This example also shows MCCE sea transport cell's capability to efficiently combine multiple requests from different MCCE member nations in on sea transport and to create synergies.

3 MCCE member nations and also NSPA requested support for sealift from Europe to the US. GBR provides a shipping route from Europe to the US on a regular basis and was able to offer spare capacity on the vessel.

MCCE Sealift Cooperation

	DNK request	SEAR 22/40
Date:	May 2022	
From:	Cotonou (COO)	
To:	Toulon	
Load:	300 LIMS	
Payment:	SEOS	
	EST request	SEAR 22/43
Date:	June 2022	
From:	Cotonou (COO)	
To:	Toulon	
Load:	132 LIMS	
Payment:	SEOS	
	GBR request	SEAR 22/44
Date:	October 2022	
From:	Cotonou (COO)	
To:	La Rochelle (LRH)	
Load:	134 LIMS	
Payment:	SEOS	



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This example shows the cooperation among MCCE member nations concerning the redeployment from Mali

The MCCE also propose multimodal solution like this SL completing the transport for DNK, and combined at the same time by other EST and UK cargo,

Especially, this example depicts the redeployment of DNK, EST and GBR troops after the French commanded Task Force Takuba ended its mission in Mali on 30 June 2022 and during the ongoing withdrawal of French forces involved in Operation Barkhane.

After DNK, EST and GBR requested shared sealift for the re-deployment from Mali, FRA offered residual capacity on its 2 FRA full-time charter RoRo vessels in this particular case even for free during FRA own redeployment from Mali.

NSPA FF Support

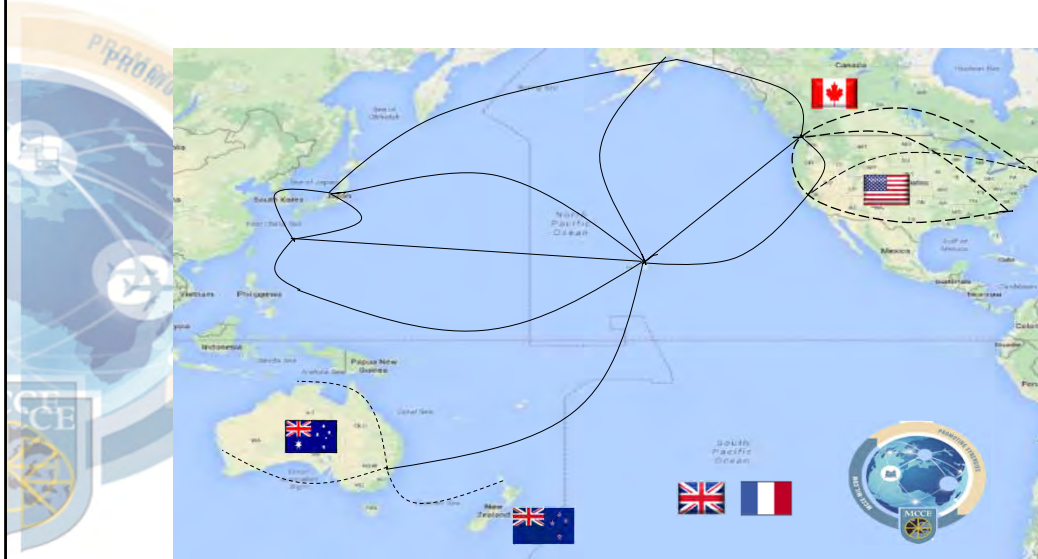
- MCCE matches Requestor with Providing Nation (US Channel Mission)
- Host Nation Supports Movement of Cargo to NSPA
- NSPA provides Freight Forwarding to Ramstein AB
- TRANSCOM Channel Missions forward throughout the globe



Current Missions



Expanding into Pacific



**** Hypothetical MCCA graphic for illustration purposes only. ****

with AUS Accession there opportunity to globalize transportation solutions and expand the use of ATARES into the pacific.

Increasing Interaction

Early engagement

Early involvement in planning
National planning with MCCE
Network and proven reliability

Visibility

Spare capacity via Offer Lists
Available assets (long term & ad hoc)
Proactivity (for and from the Nations)

Flexibility

Payment options
In dates/timings/locations
Solutions (multimodal)

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Questions ?

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