

Multinational Cooperation & Support to Enable Transport and Movements

Combat Engineer and Logistics
2024 - Warsaw Poland
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DELIVERING FLEXIBLE SOLUTIONS



1. The role of the MCCE in providing logistical support services – as a broker for strategic military transport
2. MCCE: maximizing synergies, reducing costs, increasing capacities for the Nations
3. Future logistics opportunities and strategies of the MCCE



- EACC European Airlift Coordination Cell
- SCC Sealift Coordination Centre
- EAC European Airlift Centre
- MCCE Movement Coordination Centre Europe
- EATC European Air Transport Command



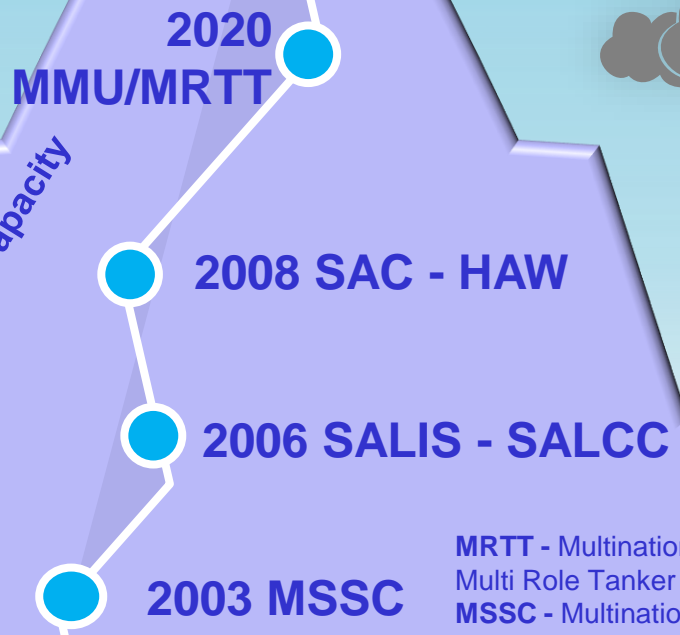
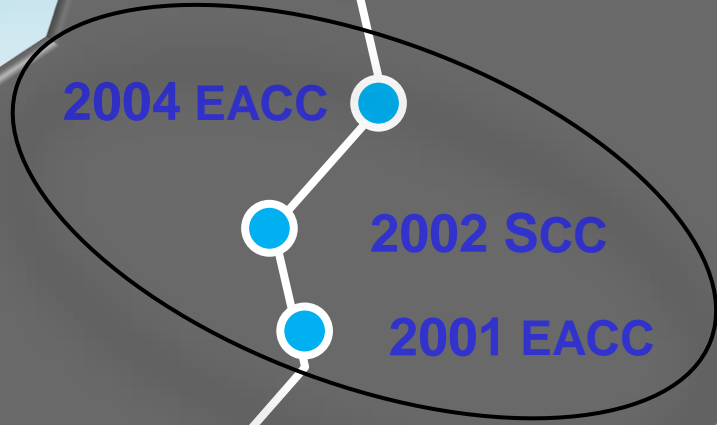
Lack of coordination of strategic lift assets

Information sharing, trust & transparency

Lack of strategic lift capacity

DM-2

DM-5



NATO Summit 1999 Washington, DC => 2 initiatives **DM-2** & **DM-5**

- MRTT - Multinational Multi Role Tanker Transport / MMF - Fleet
- MSSC - Multinational Sealift Steering Committee
- SAC - Strategic Airlift Capability
- HAW - Heavy Airlift Wing
- SALCC - Strategic Air Lift Coordination Cell
- SALIS - Strategic Airlift International Solution

EACC
SCC
EAC
MCCE
EATC

European Airlift Coordination Cell
Sealift Coordination Centre
European Airlift Centre
Movement Coordination Centre Europe
European Air Transport Command



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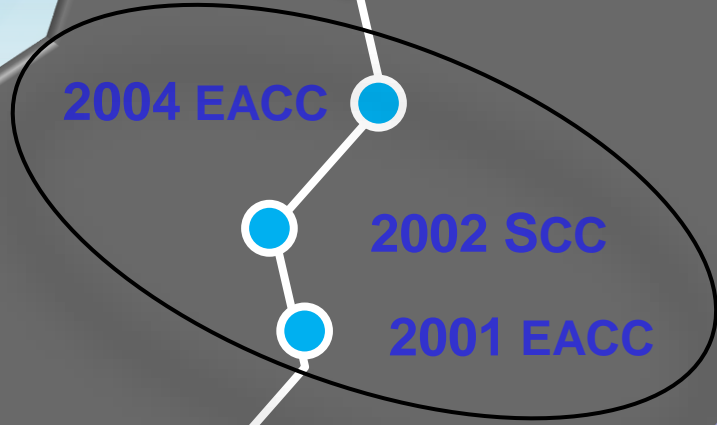
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DELIVERING FLEXIBLE SOLUTIONS

1. The role of the MCCE in providing logistical support services



MCCE Background

Washington summit 1999

NATO and EU shortfalls in the availability and the coordination of Strategic Lift



EACC
2002



SCC
2002



MSSC
2003

01 July 2007 MCCE



Air Transport
Cell (AT)

Air-to-Air
Refuelling Cell
(AAR)

Inland Surface
Transport
Cell (IST)

Sea
Transport Cell
(ST)

Projects &
Planning
Cell (P&P)



SALIS/SALCC
2006



SAC/HAW
2008



EATC
2010



MMF
2020

DELIVERING FLEXIBLE SOLUTIONS

1. The role of the MCCE in providing logistical support services

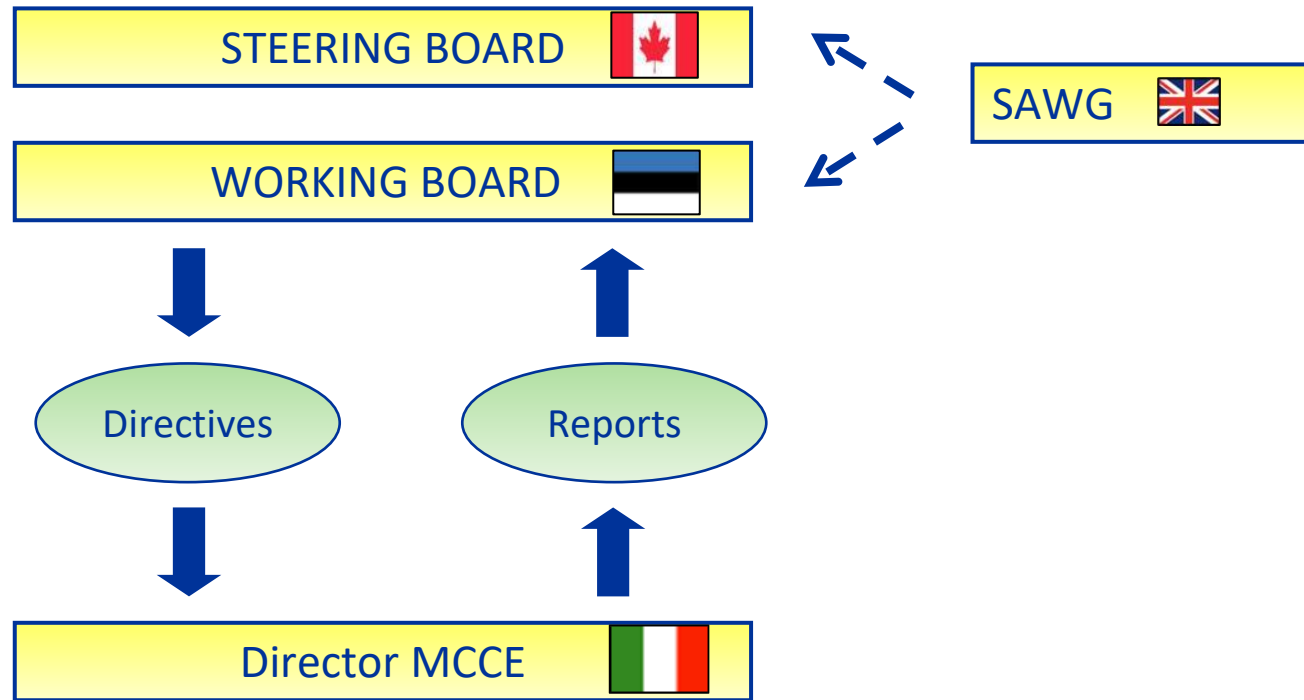


MCCE Vision

The MCCE is to empower participants to maximize their military reach and to grow in confidence by fully exploiting **multimodal military and commercial cooperation**.

MCCE Mission

The MCCE provides **coordination and advice** for Participants to access the network of mobility capability and Exchange of Services in order to optimize or create new Movement & Transport (M&T) solutions.



Unanimous decisions with each Member Nation having one vote

DELIVERING FLEXIBLE SOLUTIONS

1. The role of the MCCE in providing logistical support services



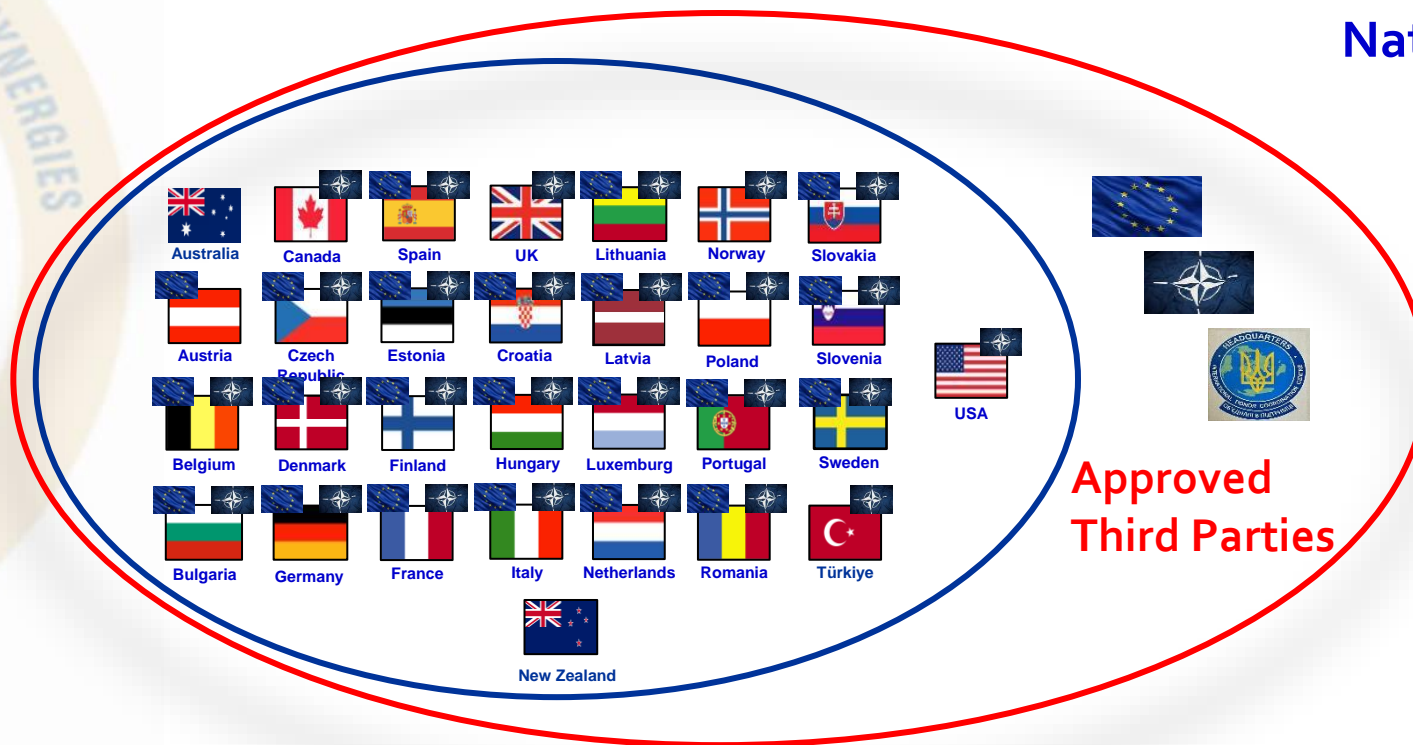
MCCE 30 Participant Nations (PNs)



23/27



27/32



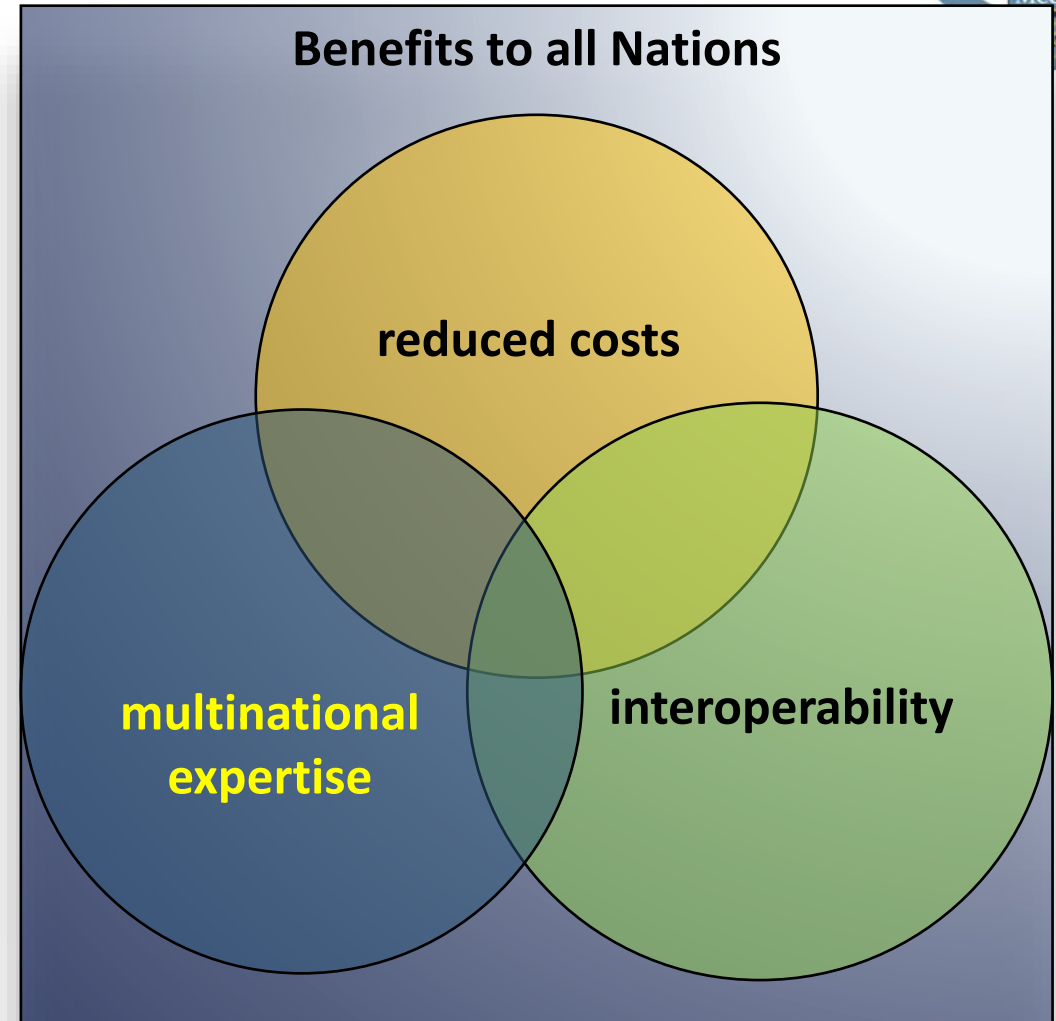
Approved Third Parties

MCCE NETWORK

The Basics of the MCCE



- A broker for the militaries of 30 Participant Nations
- Not a part of NATO or EU
- Strategic Movements and Transport focus
- Operations are agreed – not tasked
- The broker approach:
 - Assets and contracts are shared between Members
 - These assets and contracts are already existing (no new contracts being arranged by MCCE)
 - Any contracts brokered have been made available through national framework contracts
 - Services can be reimbursed through cash, cost-neutral agreement or a cashless credit (ATARES and SEOS)



DELIVERING FLEXIBLE SOLUTIONS

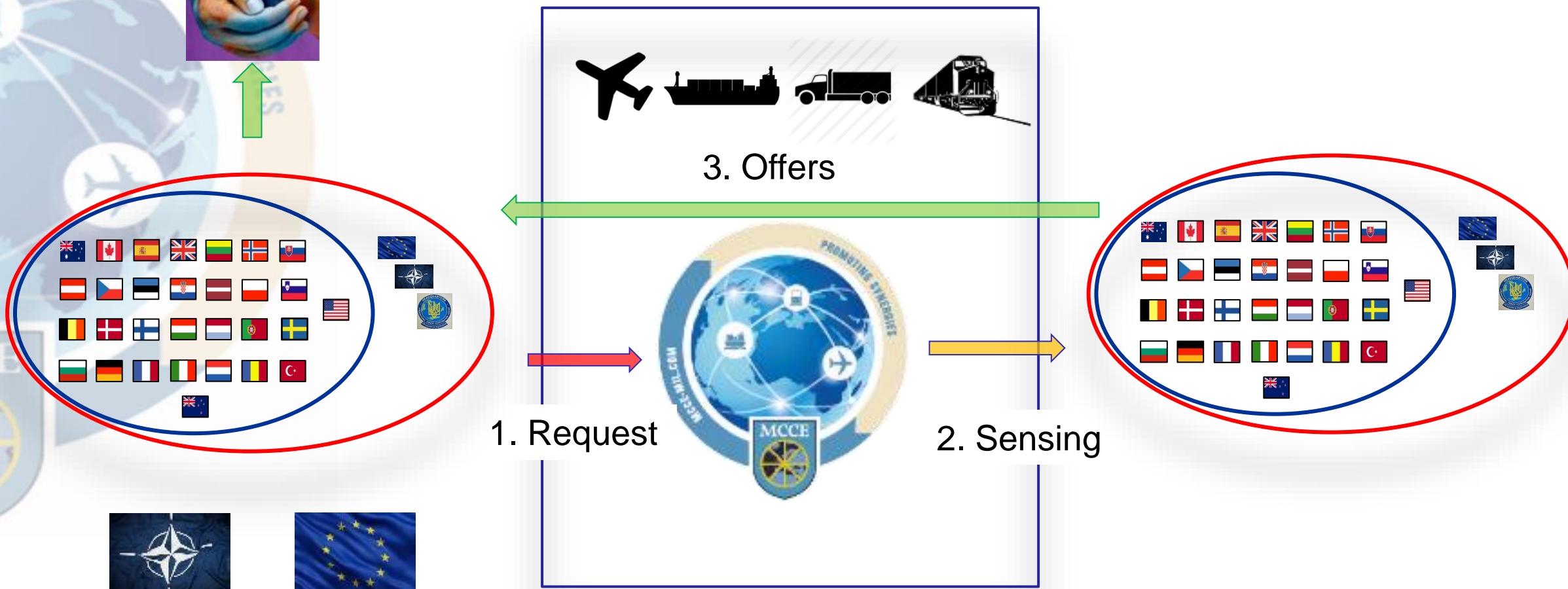
1. The role of the MCCE in providing logistical support services



4. Match



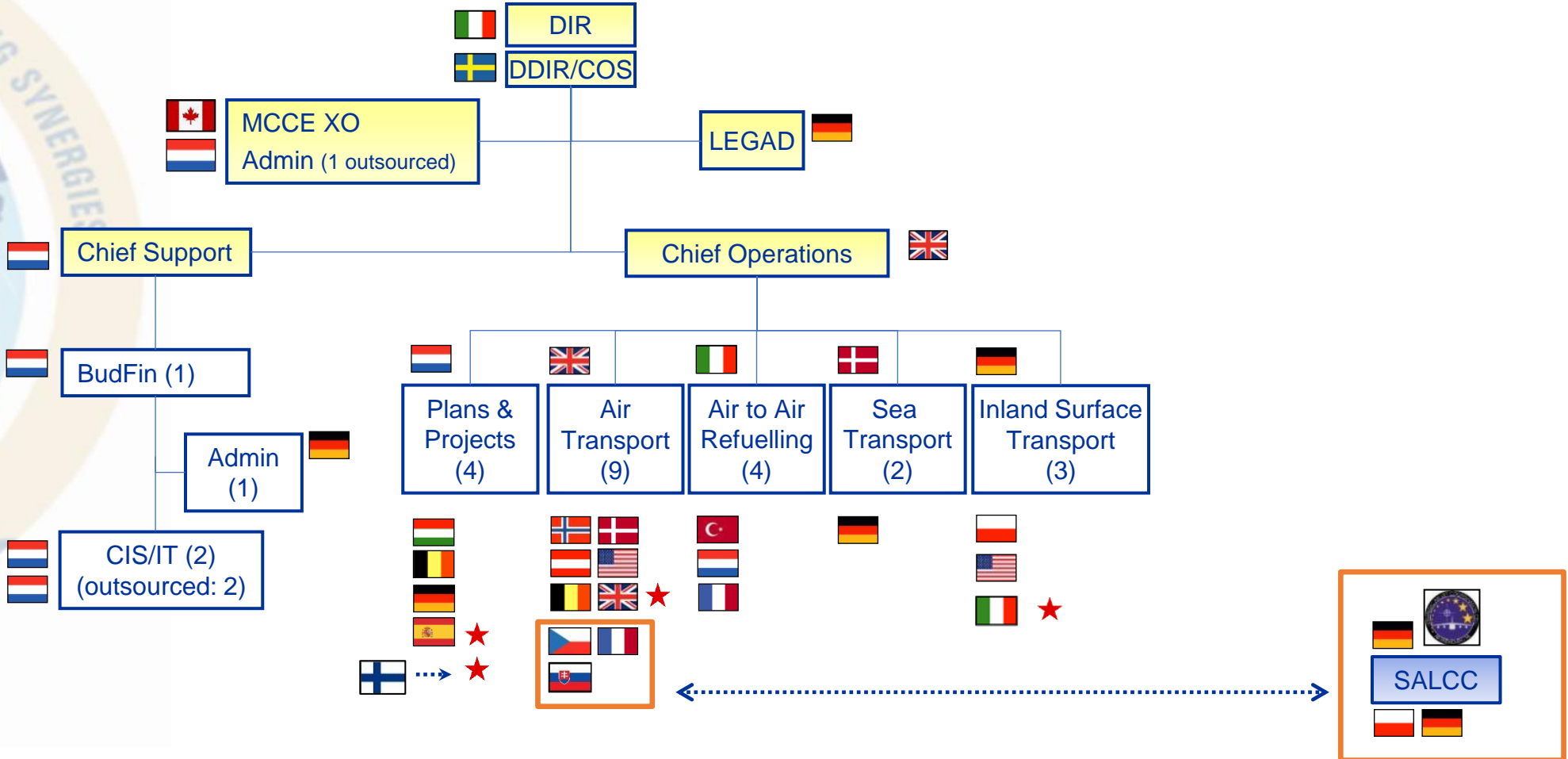
MCCE Operational Mechanism = Broker



MCCE Staff Organization Chart



33 Posts / 18 MNs
 6 Cadre positions for Ad Hoc requirements



★ = Cadre positions

DELIVERING FLEXIBLE SOLUTIONS



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DELIVERING FLEXIBLE SOLUTIONS

2. MCCE: maximizing synergies, reducing costs, increasing capacities



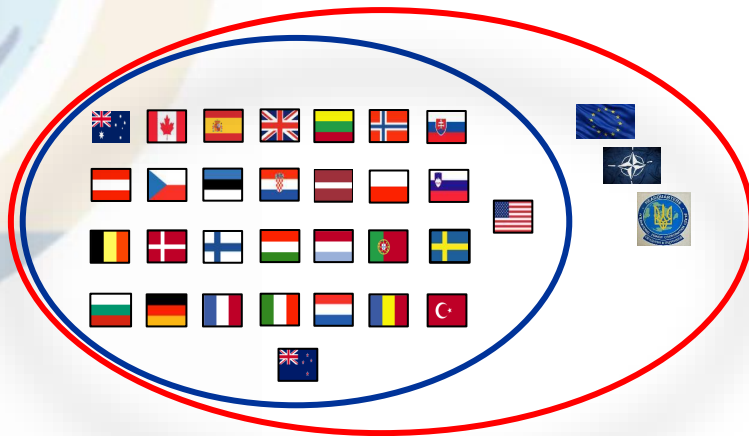
MCCE membership allows nations and supported agencies access to:

- Organizations they do not belong to
- Military capabilities they do not have
- Contracts they do not own

International units/org



National contracts



International contracts



MSSC



SALIS

MCCE compensation mechanism

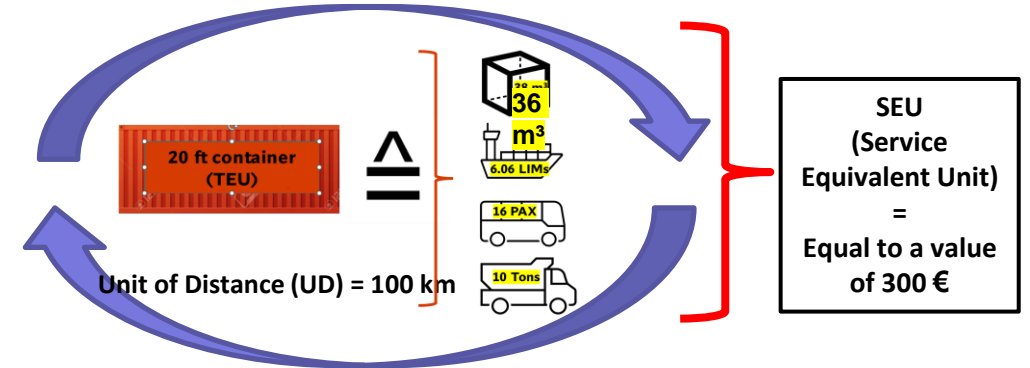


Air Transportation, Air to Air Refuelling and other Exchange of Services : ATARES

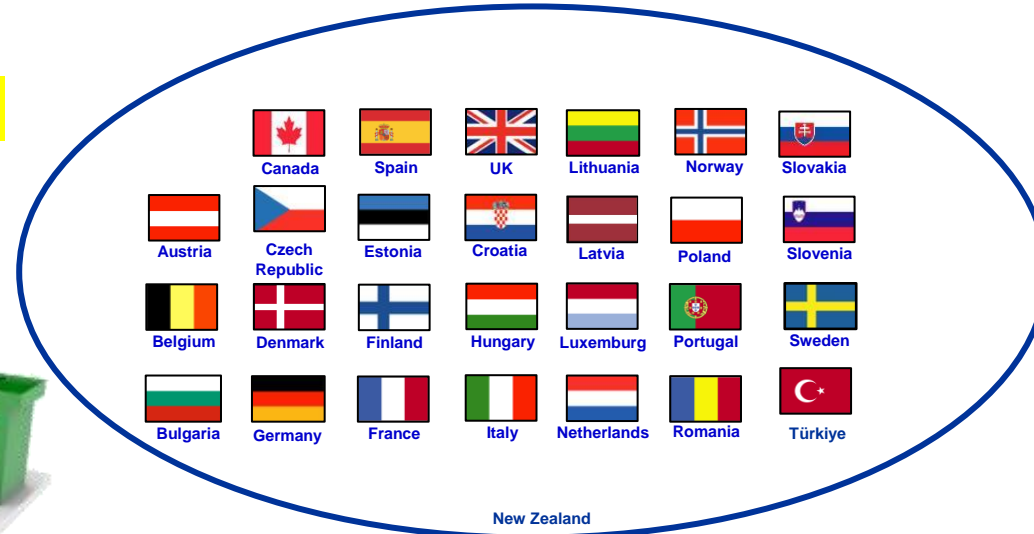
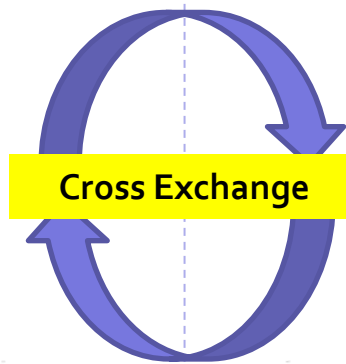
Equivalent Flight Hour (EFH) & Equivalent Factor

- EFH (exchange unit / ATARES credits) = 1 x C130 flight hour

Surface Exchange of Services (SEOS)



Transportation of one **20ft Container** or its equivalent



27 SEOS



30 ATARES

DELIVERING FLEXIBLE SOLUTIONS

2. MCCE: maximizing synergies, reducing costs, increasing capacities



French C-130 flies 6 flying hours (=6 EFH) for Germany, whilst...



German A-400M flies 3 flying hours (=6 EFH) for Italy, whilst...



ATARES Principle



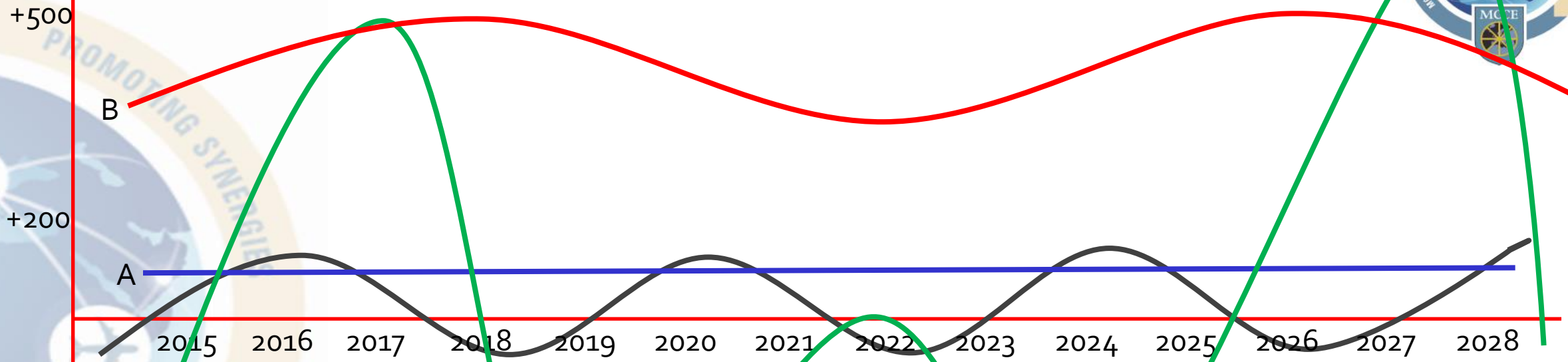
Canadian C-17 flies 2 flying hours (=6 EFH) for France, whilst...



Italian KC-130J (AAR) flies 3 flying hours (=6 EFH) for Canada, whilst...



ATARES/SEOS – balance activity

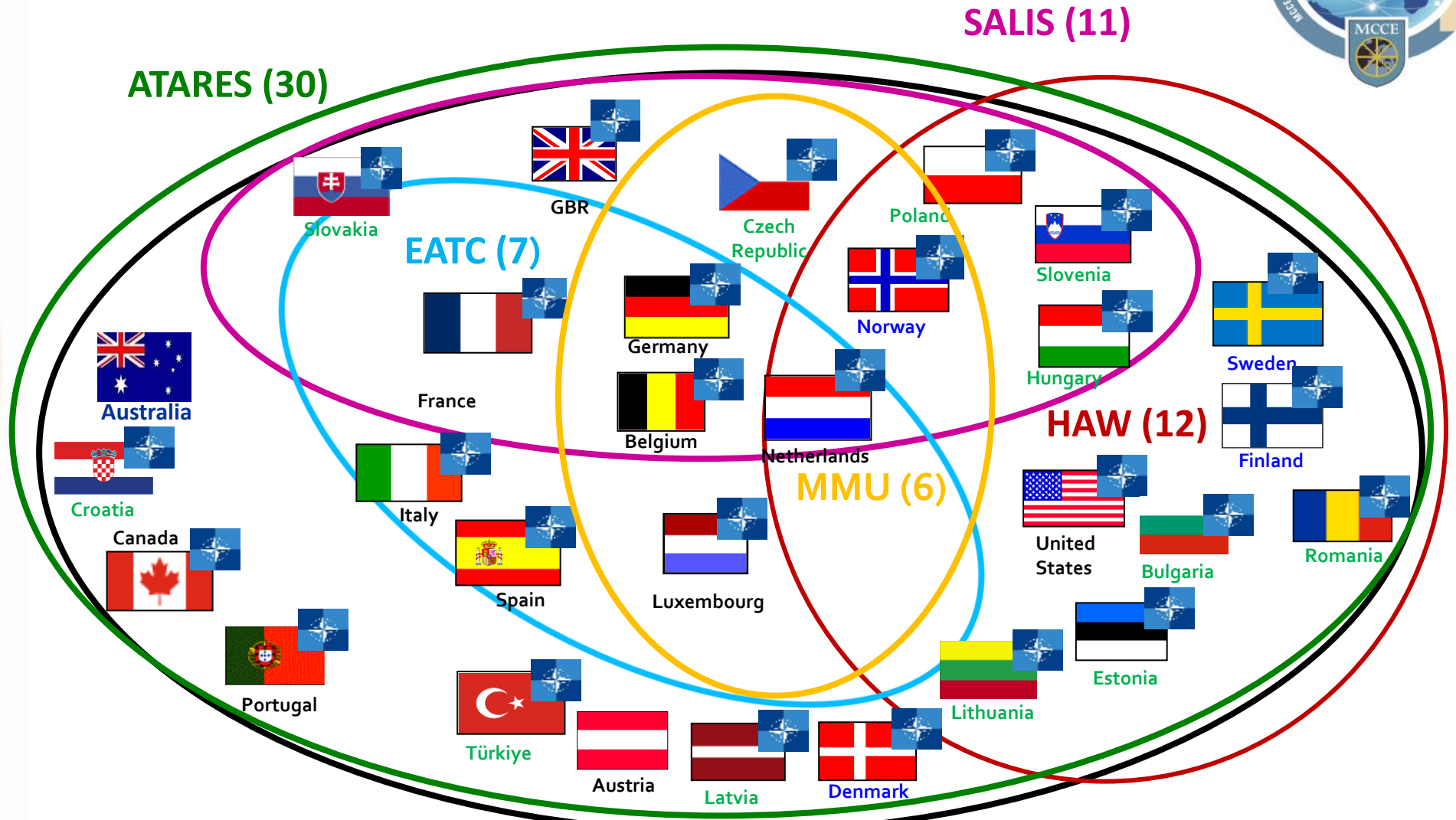


- A: flat line – no activity
- B: bank line – need to share the opportunity
- C: active line – sharing of own capacity and use of others
- D: Long term plan - OK

SPEND ATARES/SEOS

DELIVERING FLEXIBLE SOLUTIONS

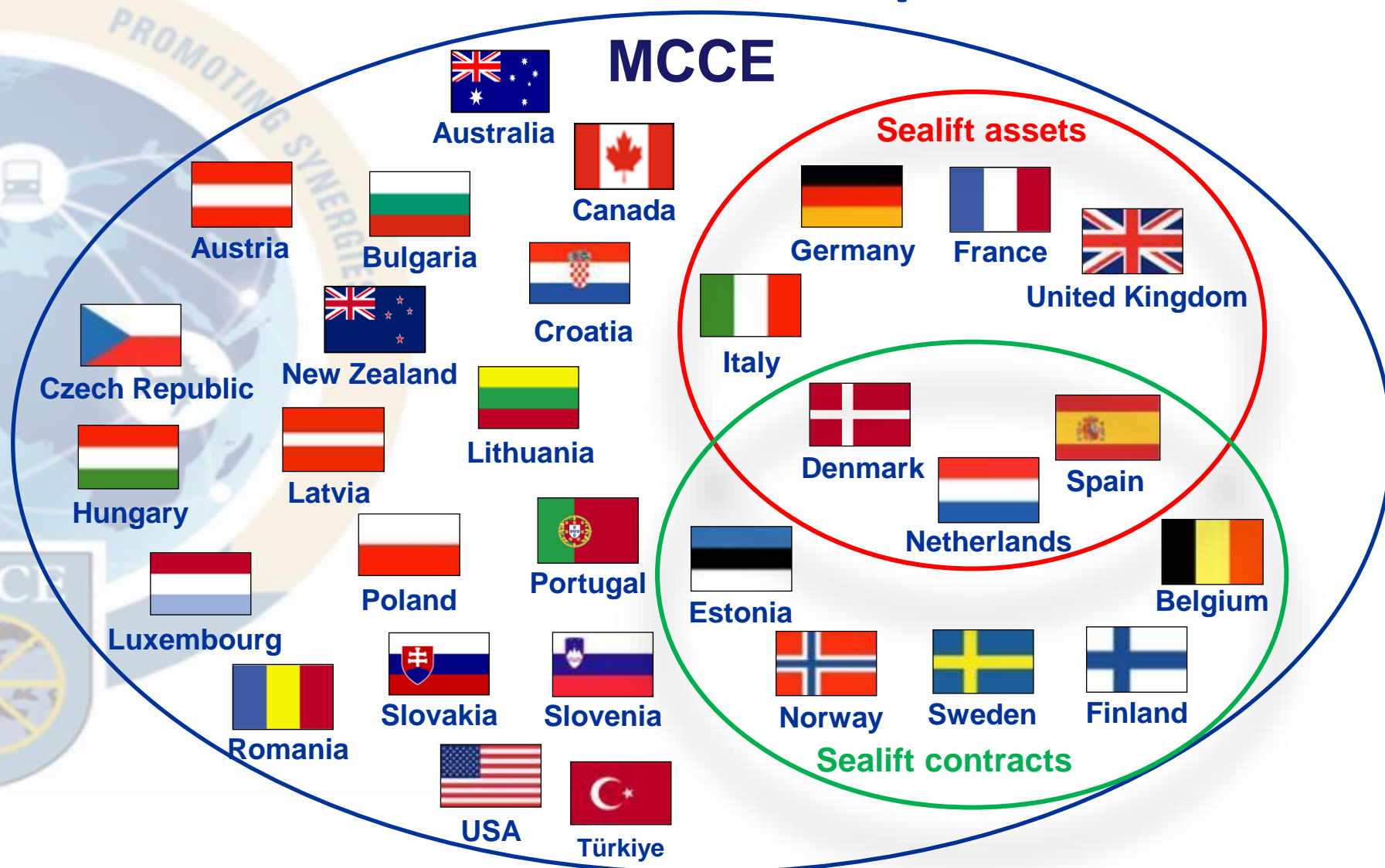
2. MCCE: maximizing synergies, reducing costs, increasing capacities



ATARES-2001, SALIS-2005, MCCE-2007, HAW-2008, NORDEFECO-2009, EATC-2010, MMU (2020)

MCCE Sealift Cell overview

- Sealift capabilities -



30
MCCE member nations

7
MCCE member nations
with organic sealift
assets

8
MCCE member nations
with available sea
transport contracts

MCCE Sealift Cell overview

- Sealift capabilities -



2 ships (FTC), 5.600 LIMS



7 ships (FTC), 20.700 LIMS



1 ship (AAC), 2.000 LIMS



1 ship, 2.062 LIMS



2 ships (FTC), 3.000 LIMS



4 ships (FTC), 10.400 LIMS

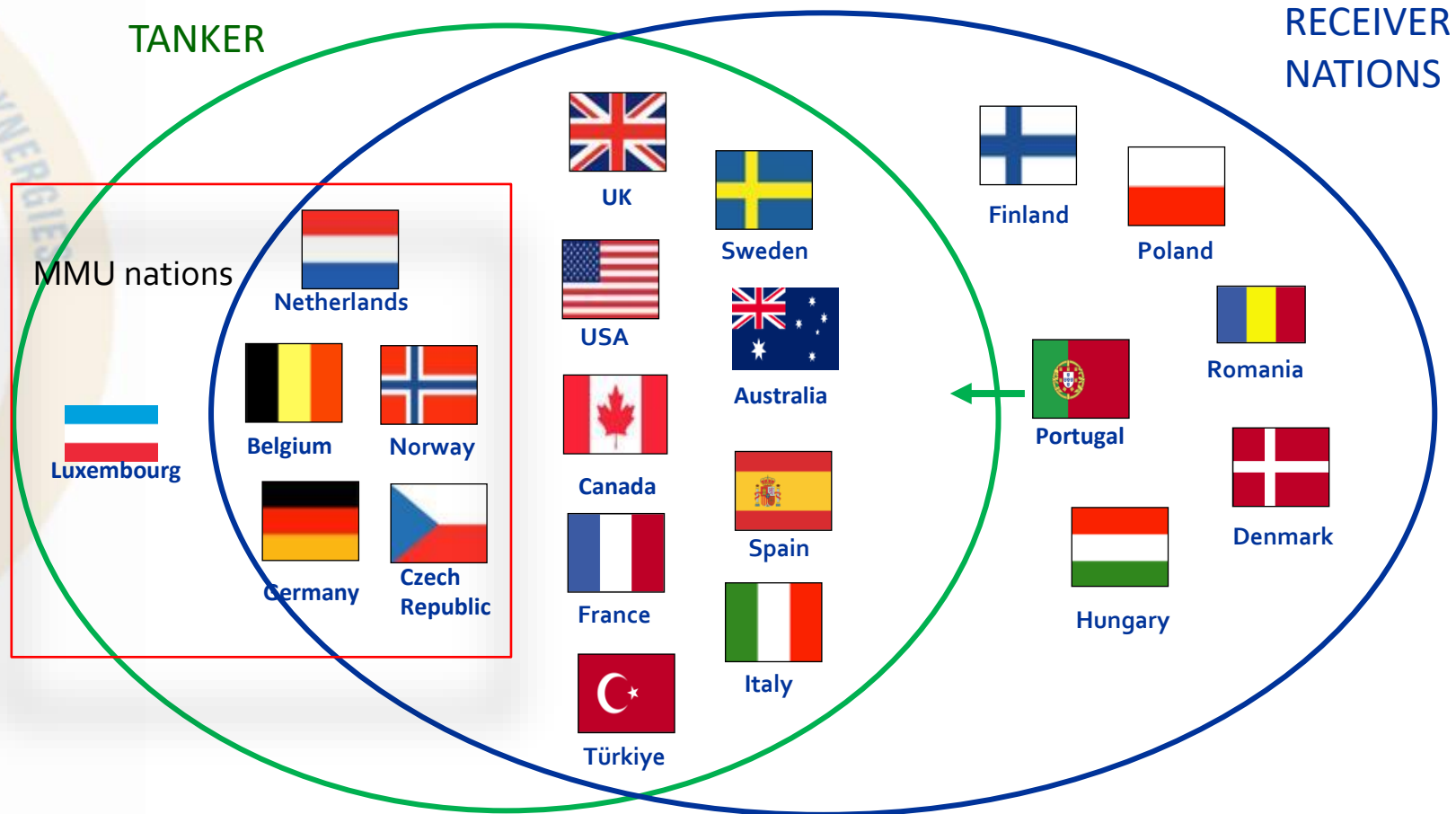


2 ships (FTC), 3.600 LIMS

47.362 LIMS



21 Air to Air Refuelling capable nations



DELIVERING FLEXIBLE SOLUTIONS access to contracts

2. MCCE: maximizing synergies, reducing costs, increasing capacities

ATR 128



ATR 130



ATR 129



FRA Request: 5/6 17:57
 MCCE ATR issued: 6/6 10:27
 DNK Offer: 14/6 09:34
 Acceptance: 14/6 16:53



DNK offer

Booked

Asset:	A330 MALTA based Airline HiFly.
From:	France via IRAQ and Africa
To:	Portugal and France
Load:	Up to 250 PAX
Payment:	96 EFH



FRA Request

ATR: 128-130

Date:	21-28 July 2023
From:	France via IRAQ and Africa
To:	Portugal and France
Load:	Up to 250 PAX
Payment:	EFH

Remarks:

Redeployment of SF units.
 Airline approved by FRA prior to acceptance of offer.



DELIVERING FLEXIBLE SOLUTIONS -Proof of flexibility

2. MCCE: maximizing synergies, reducing costs, increasing capacities



 **DNK request**

Depart: Skydstrup
Arrive: Al Jaber
Load: 70 tons bombs
Saving: EUR 225.000

  **FIN/HAW Mission**

Payment: ATARES
Itinerary: Papa – Skydstrup – Al Jaber (DNK) (DNK/ITA)
 Al Jaber – Herat
 Herat – Villa Franca – Papa (ITA)
 (total of 20.9 flying hours)

 **ITA request**

Depart: Herat
Arrive: Villa Franca
Load: Mine Clearing Vehicle (45t)
Saving: 4.5 EFH = EUR 80.K + 4-5 ACP Gen cargo



DELIVERING FLEXIBLE SOLUTIONS – AAR “cheap”

2. MCCE: maximizing synergies, reducing costs, increasing capacities



ESP Receivers

Receivers: 4 x EF-2000
 AAR system: DROGUE
 From/To: LEAB – EEEI
 AAR Area: MARIE
 Total offload: 40 Klbs
 Type of coop: Dedicated Slot
 Est EFH: 3

Request



FRA Tanker

Provider

Tanker: C-135FR / MRTT
 From/To: LFMI - LFMI
 Payment: ATARES

Remarks:

AAR Track MARIE (FRA Airspace)
 ESP 4xEF2000 Deployment eAP60
 From Albacete / SPAIN to Amari / ESTONIA



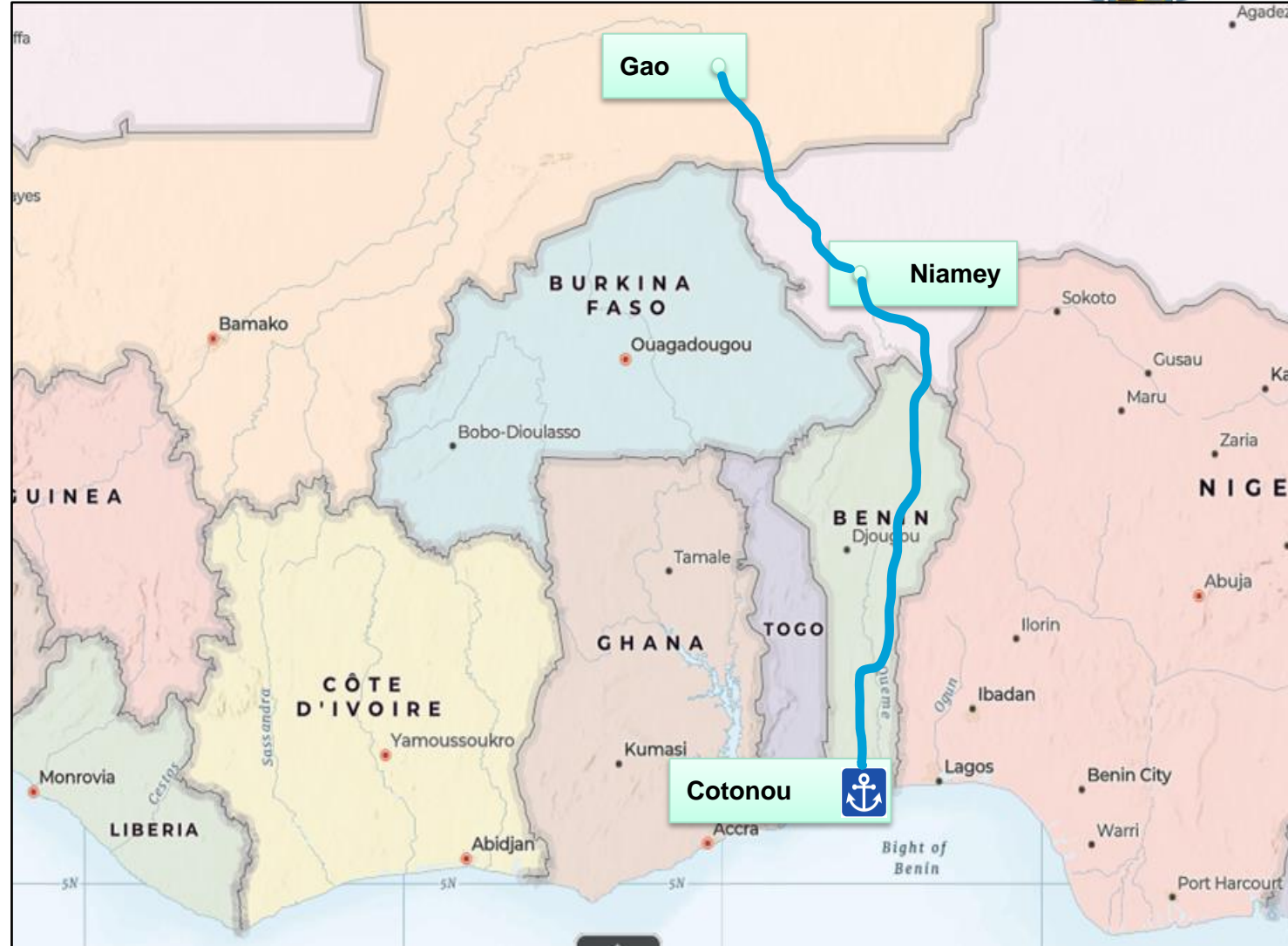
DELIVERING FLEXIBLE SOLUTIONS – SEOS (access to contract)

2. MCCE: maximizing synergies, reducing costs, increasing capacities



	DNK	Mali Redeployment
Date:	Q2-Q3 2022	
Route:	Gao (MLI) – Cotonou (BEN) Niamey (NER) – Cotonou (BEN)	
Load:	5 vehicles + 48 TEU in total	
Payment:	1280 SEU	




OFFER	
	Movements conducted by FRA




DELIVERING FLEXIBLE SOLUTIONS – Multi-modal- SEOS

2. MCCE: maximizing synergies, reducing costs, increasing capacities



	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	



 **Match:**

→ FRA vessel

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MCCE HEAT MAP 2021 PERCENTAGE



NA 5 %

EU 17%

AS 32 %

AF 46 %

OC >1 %

650 TOTAL TASKS FROM EU

- AFRICA OPERATIONS SUPPORT
- AFGHANISTAN DRAWN DOWN
- COVID IMPACT TO CIVIL MULTIMODAL MOVEMENT

MCCE HEAT MAP 2022 PERCENTAGE



NA 3 %

EU 41 %

AS 16 %

AF 39 %

OC 1 %

386 TOTAL TASKS FROM EU

- AFRICA REDUCTION
- COVID IMPACT REMOVED
- EU DECREASE AS S/GLOC BETTER SUPPORTS REGION

MCCE HEAT MAP 2023 PERCENTAGE



NA 3 %

EU 48 %

AS 26 %

AF 18 %

OC 3 %

273 TOTAL TASKS FROM EU

- AFRICA DRAW DOWN
- OC INCREASE
- EU AT DECREASE AS S/GLOC BETTER SUPPORTS REGION

DELIVERING FLEXIBLE SOLUTIONS

Closing remarks



MCCE Mission Directive 2024/2025



Improve effectiveness, sharing information



Promote MCCE maximising available tools



Increase LOGFAS in supporting PN



Adapt MCCE processes to emerging challenges



Support MN deployment plans, LNC, LogHubs



Active involvement in NATO/EU M&T and AAR



Engage less active Nations – ATARES SEOS balances



Promote flexible usage of ATARES and SEOS



Facilitate & Support new MCCE PN (Pacific region)

Early engagement

National planning activity
Network and proven reliability

Visibility

Spare capacity via Offer Lists
Available assets (long term & ad hoc)
Operations /Exercises

Flexibility

Payment options
Solutions (multimodal) timings

Questions / Comments



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