

# MOVEMENT COORDINATION CENTRE EUROPE



## MCCE AT A GLANCE



## Foreword from the Director MCCE



Whether we have been finishing the heavy movement task through Afghanistan or facing the challenges of continental transport in Africa and Europe, the Movements Coordination Centre Europe (MCCE) has created strategic lift synergies. Through our network of 28 Member Nations we gain a privileged access to military and commercial transport assets in the air, sea or land environments whilst our expertise in Multi National and cross-border movement guides cross-military cooperation. Our aim is to increase the confidence of national militaries and other partners when collaborating in challenging transport activities. We do this through live experience of real-time missions, and this rewards our Members with interoperability with other Nations and advances to their understanding of clearance processes. There is still a real issue with the global shortage of military strategic lift assets, but it is also a time of emerging commercial opportunities.

We work on visibility: Nations share their capabilities and opportunities to pool and share lift. The MCCE is unique and designed to coordinate within missions and offered spare capacity. It is not fixed in traditional military structures, nor is it a tasking agency – the MCCE acts as the intelligent brokers for strategic lift issues. We have a reputation for coordinating Sealift, Air Transport, Inland Surface Transport and Air-to-Air Refuelling which allows members to avoid wasted capacity on missions, the opportunity to operate joint capabilities and to build precise, multi-modal movement plans.

The basis for all activities is trust, which is why the MCCE is a pillar for military strategists. We ensure that all collaborated movements operate in a reciprocal arrangement, which includes cashless compensation for services through the ATARES (Air Transport, Air-to-Air Refuelling and other Exchange of Services) and SEOS (Surface Exchange of Services) tools. Both ATARES and SEOS enhance cooperation by easing the reimbursement process and providing the ability to plan quicker and move faster.

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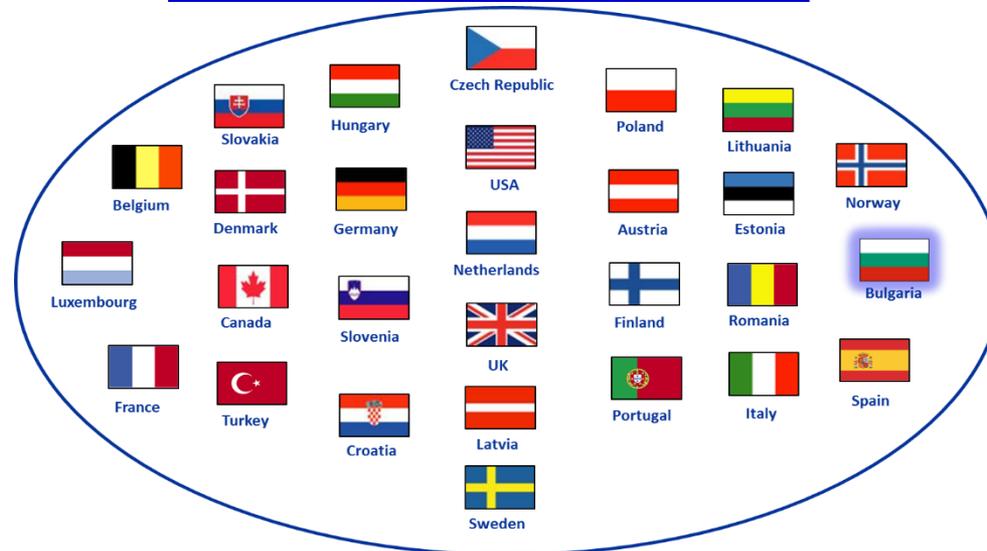


# History

## 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.



# Vision and Mission

## 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.

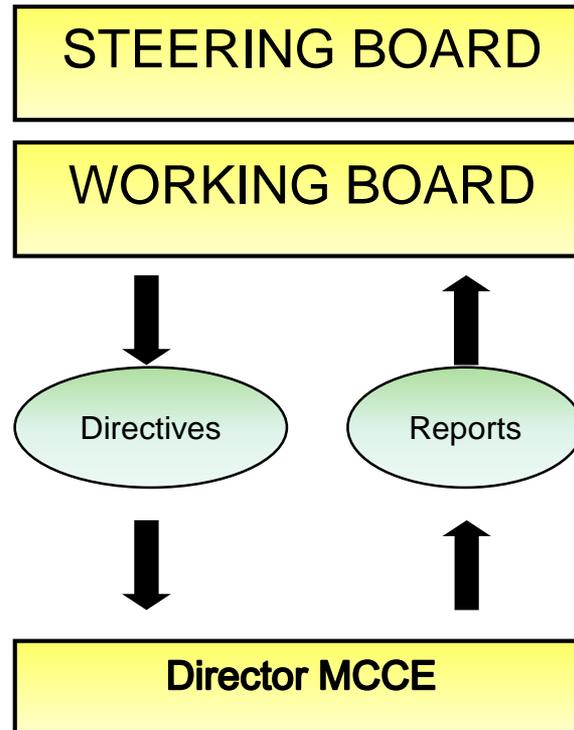
## Mission

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**.



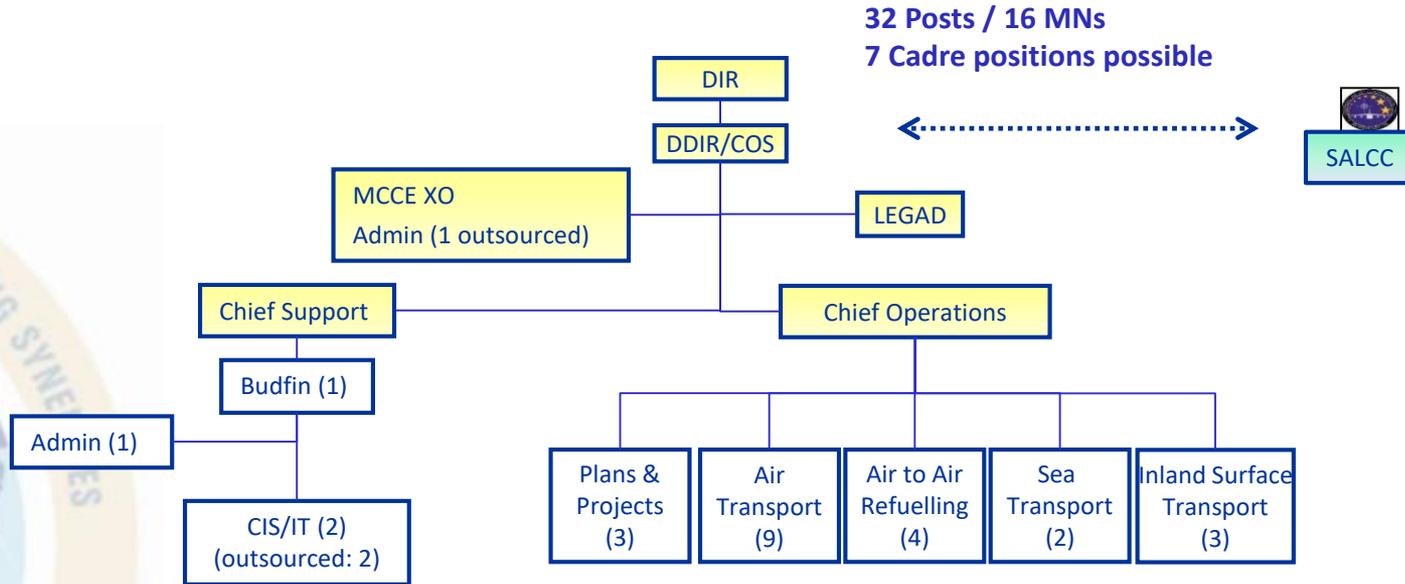
## Governance of the MCCE



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/International Staff level. The MCCE WB meets twice a year in Mar/Apr and Sep/Oct on Col/LtCol/Maj level.



# MCCE Structure



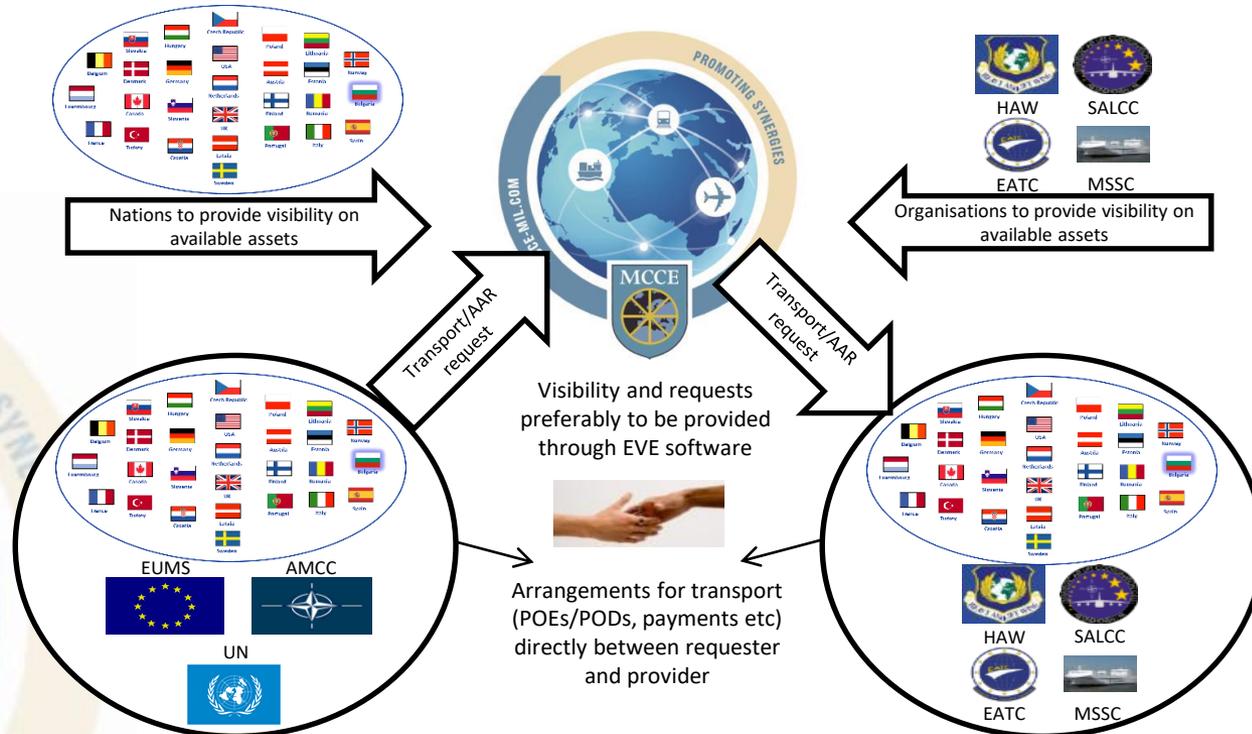
The current personnel establishment of the MCCE comprises 32 posts, to be filled by military and/or civilian personnel from the member nations. There are also 7 “Cadre” positions that can be filled in temporally. The SALIS Coordination Centre (SALCC) is co-located in the operations room of the MCCE.

## 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 of the MCCE Participants, 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 MCCE operates



MCCE nations provide visibility on their assets and capabilities, be it organic or contracted in all modes of transport and Air-to-Air Refuelling. Also organisations like EATC, HAW and SALCC provide information to the MCCE. In case our member Nations have a movement or transport need, they forward a Movement Transport Request to the MCCE, which will contact all other members Nations and partner organisations to find an appropriate solution for the request. MCCE will continue to coordinate between possible providing nations and the requesting Nation until a solution is found and the arrangements are clear.

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



# How to cooperate?

## 1. By Letter of Acceptance (LOA)

Once and a providing nation has been identified for a request for strategic lift or AAR support to the MCCE 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.

Next to the standard financial reimbursement of services, MCCE member use some framework agreements to reimburse each other by an exchange of services.

## 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 26 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 36m<sup>3</sup>, 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 23 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](mailto: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](mailto: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](mailto: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](mailto: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.

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