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From: General Secretariat of the Council
To: Delegations
Subject: Military Requirements for Military Mobility within and beyond the EU

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Delegations will find attached the consolidated version of the "Military Requirements for Military Mobility within and beyond the EU", integrating the three previous documents approved by the Council:

- the overarching high-level part of the "Military Requirements for Military Mobility within and beyond the EU" (ST 10312/18), approved by the Council on 25 June 2018 (paragraphs 1 to 5);
- the Annexes to the "Military Requirements for Military Mobility Within and Beyond the EU" (ST 13674/18), approved by the Council on 19 November 2018 (Annexes I to XII); and
- the updated tables 1.6 and 2.17 to 2.44 of Annex II of the "Military Requirements for Military Mobility Within and Beyond the EU" (ST 10921/19), approved by the Council on 15 July 2019.

MILITARY REQUIREMENTS

FOR

MILITARY MOBILITY WITHIN AND BEYOND THE EU

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1. AIM AND SCOPE

1.1 The aim of this document is to provide initial military requirements to improve movement of military forces (personnel, materiel and assets) within and beyond the EU. Military mobility is a strategic and operational enabler for military action, supporting the EU strategic autonomy and facilitating the deployment, redeployment and sustainment of EU Member States forces to meet the EU Military Level of Ambition, in accordance with the Council Conclusions on implementing the EU Global Strategy, as well as national requirements. Hence, Military Mobility will enable MS to perform all tasks approved in the Treaty on EU (Art. 43)¹ on EU Common Security and Defence Policy (CSDP), facilitate current and future EU operations and missions, support the missions described in the illustrative scenarios² as well as the implementation of the mutual assistance³ and solidarity⁴ clauses. In addition, it will help EU Member States to meet their national and multinational (NATO, OSCE, UN, AU, ad-hoc coalitions of the willing) requirements for operations, missions, exercises and routine activities.

¹ Tasks of combat forces in crisis management include peace-making and post-conflict stabilisation, disarmament operations, humanitarian and rescue tasks, military advice and assistance tasks, conflict prevention and peace-keeping tasks.

² Peace enforcement, conflict prevention, support to stabilisation and capacity building, rescue/evacuation and support to humanitarian assistance.

³ TEU, art. 42(7).

⁴ Treaty on the functioning of the EU, art. 222.

- 1.2 As there is an internal/external security nexus, there is a need to link directly the internal and external EU military movements in order to enable EU and its MS to provide security where and when needed. Military mobility is driven by the need to intervene in areas presenting challenges to security and peace and affecting the EU citizens' security and interests. These areas can be in the close or far neighbourhood of EU territory and therefore it is crucial to ensure a robust ability to deploy military personnel, material and assets within and beyond the EU. This must be the case in all situations, peace, crisis and war, acknowledging that in many cases crisis and peace times are closely interlinked. In addition, the need for military mobility to access EU overseas territories must not be neglected, and EU citizens from these territories are also protected by the EU mutual assistance and solidarity clauses. While addressing Military Mobility, key aspects as international and national rule of law have to be considered. As a consequence, a cross-ministries approach is necessary, as well as a military and civilian coordination. This is in particular to enable the smooth insertion of air, maritime and surface military movements in the civilian traffic, to be prepared to face the competition for access to transport resources and infrastructure in the commercial market, to mitigate the lack of appropriate support in potential destinations, and to be able to operate under increasing environmental constraint.
- 1.3 The Joint Communication (JOIN 2017, 41 final dated 10 Nov 2017) from the European Commission (EC) and High Representative/ Vice President (HR/VP) states that military mobility requirements and specificities need to be "examined and agreed upon by EU Member States as a basis for further EU action". During the Foreign Affairs Council (FAC) dated 13 November 2017, EU Member States welcomed the timely presentation of the Joint Communication and the initiative of the HR/VP and EC to prepare an Action Plan to clear obstacles of military mobility within and beyond the EU.
- 1.4 The Action Plan developed by the HR and EC builds on a roadmap prepared by MS in the frame of EDA. The need to identify and validate the military requirements is recommended to be "the starting point for an effective approach across the EU".

- 1.5 There are several security and defence initiatives linked to military mobility, among which the most important are:
- 1.5.1 EU Member States Permanent Structured Cooperation (PESCO)⁵ and the adoption of the Declaration on PESCO projects dated 11 December 2017.
 - 1.5.2 Further implementation of the Joint Framework (2016) on countering hybrid threats.
 - 1.5.3 The new set of proposals for the implementation of the Joint Declaration signed by the President of the European Council, the President of the European Commission and the Secretary General of NATO (Council's endorsement dated 5 December 2017) linked also to the NATO efforts in the Military Mobility area.
 - 1.5.4 Projects and agreements with other International Organisations, such as UN (Project of Mutual Support Agreement) and African Union (EU support to projects of Continental and Regional Movement Coordination Centres).
- 1.6 Military mobility needs to be supported by military concepts, plans, equipment, organisational measures, processes, mechanisms, training, agreements and regulations.
- 1.7 It is essential that military requirements are coherently captured across all initiatives, therefore the scope of this document is to present the initial military ‘customer’ needs. In most areas, this will require further development and continuous military update.
- 1.8 The key aspects of the military requirements are presented in section 5 of this document, that also introduces the basic principles (section 3), followed by a series of annexes providing initial technical, operational and legal details to military requirements.

⁵ Protocol n°10 on Permanent Structured Cooperation established by article 42 of the TEU.

2. DEFINITIONS, LEGAL, CONCEPTUAL REFERENCES AND SOURCES

2.1 The terminology used within this document and related annexes is consistent with the EUMC Glossary of Acronyms and Definitions, and common military usage. For the purposes of this document:

- 2.1.1 Military forces include military personnel and/or materiel and/or assets.
- 2.1.2 Military Mobility is the ability of military forces to move from place to place within Europe and beyond, including crossing borders, with restraints limited to the maximum extend, in order to fulfil their missions. These missions might comprise CSDP, national and multinational (e.g. multilateral, UN or NATO) activities. The ability refers to the transport itself as well as all contributing enablers such as transport network, infrastructures, concepts, processes, procedures, coordination, rules and regulations, multilateral arrangements and agreements, safety and security measures, support services, customs, food, agriculture, migration and health. It is understood in full compliance with each individual nation's sovereignty over its territory, national water and airspace.
- 2.1.3 Materiel includes all items used by armed forces in support of their daily activities as well as EU operations and missions. This will include and not be limited to: real-life support; infrastructure elements; rations; animals; medical supply; plants, humanitarian associated items, as well as dangerous goods, CIS, ammunition, engineering equipment and POL.
- 2.1.4 Military assets include all types of aircraft, vehicles, boats, wagons and other transportation equipment owned, directly leased or chartered for armed forces in support of their daily activities as well as EU operations, missions, training and exercises.
- 2.1.5 Cross Border Movement Permissions (CBMP) is the authorization granted to military forces to cross a border, transit through a country, enter a national airspace and overfly a country or enter national waters.

- 2.1.6 Within this document, the generic term Commander (Cdr) describes all C2 leadership roles.
- 2.1.7 Third State/country is a non EU Member State that could provide military assets/ forces/ capabilities for an EU-led military operation/mission or is considered as a transit/host nation for EU forces.
- 2.1.8 Third party is a non EU entity (state or other organisation).
- 2.1.9 Transportation Infrastructure. This includes all fixed, permanent and temporary installations, fabrications or facilities for the support and control of military forces such as bridges, handling points, routes and parking zones, especially for dangerous goods, airports and seaports capabilities, roads and railways networks and inland waterways.
- 2.2 In any case, military activities have to comply with international, national laws and regulations with regard to military mobility. The military requirements reflect existing EU Council decisions and conclusions as well as EU legislation and military concepts. They are also coherent with NATO doctrine related to Movement and Transportation (M&T) activity. STANAGs and capability packages related to military mobility have been consulted.

3. PRINCIPLES

- 3.1 All military movements over EU or non-EU territory have to be undertaken in full respect of the transit/host nations' sovereignty. Whatever are the circumstances, the latter shall remain the ultimate decision makers related to the conduct of foreign military movements and transport on their territory, national waters and airspace.
- 3.2 While respecting the authority, rules, arrangements and agreements set by the host/transit nations, EU Member States and Troops Contributing Nations (TCNs) retain command over their own forces and assets and bear the responsibility of actions conducted by these forces and assets.

- 3.3 Due to the fact that military movement is highly dependent on the civilian environment, all involved actors' actions (states, host and transit nations, rule of law, commercial operators, etc.) shall be considered during the military planning and conduct phase in order to ensure the achievement of the desired end state.
- 3.4 Autonomy of action is facilitated by the variety of options available to Cdrs and sending/hosting/transiting nations.
- 3.5 Within and between the territory of each state, military movements and cross border activities should be coordinated and approved by appropriate national authorities, possibly by making use of a military National Movement Coordination Centre (NMCC).
- 3.6 Dialogue and coordination between the relevant authorities within and between Member States and EU institutions are established and maintained. This includes political and strategic level coordination and cooperation with other organizations such as NATO, OSCE, UN, AU, ad hoc coalitions of the willing and commercial stakeholders.
- 3.7 Resilience, including countering hybrid threats, is a key feature for the systems (equipment, infrastructure and network) developed and implemented in the realm of military mobility.
- 3.8 Agility and responsiveness are key for the Member States in order to respond to any emerging crisis.

4. GUIDELINES, CONSTRAINTS AND RISKS

- 4.1 Given the complexity of military mobility and its influence on the success of operations, military preparedness is subject to significant time pressure. It requires as much as possible advanced military movement and transport planning, with different modes of action to be prepared by organisations to mitigate risks and threats. When improving military mobility there is an overarching need to ensure that all risks and constraints are considered during the planning. Annex IX provides a table of risks pertaining to military mobility.

- 4.2 Cross border movement permissions need to be achieved for all types of military movement and transport, including oversized, overweight cargo and dangerous goods.
- 4.3 Harmonisation of EU Member States rules and procedures remains a key enabler for military mobility. This will serve the effectiveness of processes as well as interoperability for the forces. Additionally, establishing of cooperation with non EU Member States, particularly within European territory, will mitigate risk and improve military mobility.
- 4.4 The global movement of military forces necessary to support EU or EU Member States national military activities might require a degree of urgency and the use of multiple transportation modes. The use of multimodal transport will require careful planning and civil-military coordination and integration to ensure smooth movement and cross border activities within EU and beyond. Movement will, therefore, be executed by air, sea and surface (road, rail and inland waterway) or a combination of all.

5. **MILITARY REQUIREMENTS KEY CONSIDERATIONS**

- 5.1 **Military planning and conduct support.** In order to translate the agreement of Member States on military requirements and mitigations measures in all areas, military mobility needs to be reflected in appropriate military conceptual documents for planning, conduct and coordination purpose, as well as rules, regulations and procedures.
- 5.2 Given the highly demanding time constraint driving crisis-response operations, advanced strategic planning is deemed essential to prepare realistic courses of action for the timely movement of EU MS military forces, within and beyond the EU territory. This should be prepared at least for the range of scenarios supporting strategic assumptions and concurrencies, in the remit of the TEU tasks. This strategic planning should associate, where required, relevant civilian actors, especially commercial operators.

- 5.3 **Equipment and access to transport resources.** Adaptation of the military assets standards to the most likely environment of the more demanding operating areas is deemed essential to facilitate their mobility. This includes the ability to be transported or delivered by air or ship, the ability of aircraft and ships to use a poor infrastructure, and the need of land assets to be able to move in an urban environment. Given the multimodal aspects of the supply chain, interoperability of the unit load devices should be considered in all transport modes.
- 5.4 Access to military and civilian transport asset resources for all transport modes is also a key mobility factor. In time of crisis, competition for transport resources might undermine the interest of the Union. This must be improved by a coordinated approach between main users, and assured access or equivalent mechanisms for the EU MS. Possible support by structures providing visibility on military and commercial resources, could be considered. Exchange of services, pooling and sharing mechanisms might also prove beneficial.
- 5.5 **Coordination and organisation requirements.** There is a need to dedicate structures for interaction between national and international military and civilian authorities to ensure "traffic ability" within and between Member States and other host/transit nations. To achieve this, to coordinate the movements of EU MS forces and act as a focal M&T point for all EU operational activities, an EU dedicated military movement coordination capability is necessary. This is also required for the coordination with other organisations (AU, NATO, OSCE, UN...) and third countries movement coordination entities. In some cases, in particular outside of the EU, the latter capabilities may not be effective and it might be required to support local authorities. In order to obtain visibility on the civilian traffic in the EU internal transport network, this should also be supported by an EU decentralised information exchange mechanism between Member States that needs to be explored.

- 5.6 There is a need to identify a network of loading platforms to support air, maritime and inland transport operations and harmonize their technical and operational features. This network should be able to support the strategic deployment and redeployment to and from operating areas, based in the EU territory, with extensions outside. Once identified, these platforms need to be connected by appropriate Lines of Communication⁶. Within this network, in particular for seaports and airports, but also staging areas, and possibly railheads reliance on a certain number of military facilities is considered as a key requirement.
- 5.7 For regular movements (routine and re-supply), a shuttle system (air, maritime, surface) should connect this hubs network, within the EU, and with designated hubs in areas of operations and missions. This shuttle system would enable consolidation of shipments and optimisation of the transport assets.
- 5.8 **Transport infrastructure.** Where possible, it is required that compatibility of the transport infrastructure and the technical military requirements for all transport modes and multimodal nodes is ensured (bridges, roads, handling points, parking areas especially for dangerous goods, capabilities of airports, seaports, railways, inland waterways, etc.). These technical military requirements are based on the MS' military assets' technical characteristics (dimensions, axle load, and maximum permissible mass), specifics for loading/unloading, handling equipment, as well as the characteristics of the load i.e. dangerous goods (such as CBRN materials, type of cargo, securing the load, marking etc.). It is important to define them comprehensively including where appropriate, in consultation with NATO requirements and standards, so precise comparison on the compatibility between the technical military requirements and the civil standards for the transport infrastructure can be conducted. Official EU military technical requirements are needed as it might drive investments and have political and economic consequences in case of amendment to national and EU civilian standards. A thorough EU military analysis is required to identify and agree on where a dual use network is appropriate.

⁶ In Europe, if possible by surface modes or short sea-shipping, and outside of Europe, by air and/or sea.

- 5.9 **Legal aspects of the access to the transport infrastructure.** The physical access to the transport infrastructure within EU, including for re-/deployment of forces and import/export of military resources for operations outside the European territory (including for dangerous goods) is defined through several rules and regulations. These legal aspects refer to the necessary authorisations for all military forces, including customs regulations such as food and agriculture, migration and health for processing CBMP. Tackling this issue needs consideration of the existing International rules and regulations, as well as EU and Member States and, where appropriate, in consultation with NATO procedures and documentation.
- 5.10 The important role of commercial transport infrastructure, in all modes, within and outside of the Union, requires specific arrangements and the preparation of contingency plans in order to grant alternative or full access for military assets. Control of foreign investments in key infrastructure within EU is a necessity to prevent the loss of access for EU MS military activities.
- 5.11 **Support requirements.** Movement of forces within and beyond the EU cannot be conducted without support. Pending the concrete situations/scenarios, civil and military assistance rendered by the transit/hosting nations will be required. In many cases, expeditionary logistics is the only sustainable option, due to the fragility of host/transit nation resources or a non-compliant environment. It includes a movement tracking system. Typical host nation support (HNS) needs will be identified and addressed on a ‘case by case’ basis. Nevertheless, preliminary HNS agreements with relevant potential host/transit nations will be useful. It includes national dedicated traffic and movement control measures and capabilities, in particular to de-conflict movements in urban areas, transport nodes, including commercial areas such as seaports, airports and multimodal nodes. Assured access to two different navigation systems, including the European one, Galileo, is a key requirement for EU Member States, when available.

- 5.12 **Liability of military forces and status of forces.** To provide a legal protection to military personnel, the status of the forces through the process of their re-/deployment within and beyond the territory of EU, needs to be clarified/defined considering the existing regulations (National, EU, NATO where applicable). Agreement related to legal jurisdictions in EU Member States, in particular an EU SOFA is deemed essential.
- 5.13 **Time related considerations,** such as those relating to the notification and the ability to get movement permissions in due and limited timeframe, as well and how these reflect upon priority requirements with regards to civilian traffic. This timeframe needs to reflect the reactivity requirements set forth in the EU level of ambition⁷ as well as in the case of the activation of the Mutual Assistance and Solidarity clauses. The Member States national needs (national operations including fast projection of power, exercises, routine activities and ad-hoc coalitions) and international organisations needs such as NATO and UN also need to be taken into account. The requirements need to be broken down by mode of transport, and the most demanding timeframes should be commonly agreed on and taken into account for peace and crisis situations.
- 5.14 **Information exchange between civilian and military actors.** Military as well as civilian planning and conduct require an exchange of information from all sides. It presents issues on exchanging classified military data and potentially commercially sensitive data. These data exchanges might also have caveats in regards to the ability to share information with third parties. The civil actors might need a high level of detail from the military for decision making, and this will require early agreement to enable the exchange of classified information. These needs will require a thorough analysis and may require additional structures, security agreements, vetting and financial resources.

⁷ Especially the time pressure for the EU's rapid response to crisis, in particular for EU Battle Groups response time and for military units used for the TEU tasks.

5.15 **Protection of military personnel, materiel, equipment and classified data** against physical, cyber and hybrid threats. MS have their national regulations and standards, which could potentially be harmonised to improve military mobility. In particular, protection of transport infrastructure related data is assessed as critical for the protection of military movements. The potential identification of a transport network for military operations is deemed useful under the strict condition of protection of the information. Public release of information or leaks related to the use of a specific network might endanger military plans and undermine their effectiveness. Classification of information to the appropriate level of protection is deemed essential as well as strict counter intelligence measures, especially in the cyber area. In addition, according to the threats perception and the sensitivity of the goods to be transported, specific and harmonised safety measures and procedures have to be defined. A detailed military risk analysis and mitigation plan, based on a thorough intelligence analysis, is a prerequisite to action.

5.16 **Environmental considerations** should also be considered as a requirement as the military will have to comply with environmental rules and principles. Failure to comply with international and national ecological legislation will impede military movements. When operating in host/transit nations characterised by a weak ecological and economic environment, a military force can exhaust or cause severe inflation on the local transport resources, saturate the transport infrastructure and worsen the fragile economic and social situation. It is therefore a necessary parameter to take into account for military mobility, in military strategy, transport policy and technical specifications for military assets, and it is a planning factor. In particular for routine activities within the EU, the definition and implementation of a military transport policy encouraging the use of light footprint mobility solutions such as shortsea-shipping, railways and inland waterways is required. The use of an EU hubs network and of a shuttle system enabling to consolidate shipments will also contribute to the reduction of the environmental footprint. In the fragile environment of operating areas, this approach will also facilitate strategic communication.

5.17 **Training.** Once concepts are agreed, the preparation of mobility within the EU should be facilitated with the inclusion of this aspect in generic military training, from strategic level command post exercises (such as MILEX and multi-layer) to field training exercises, involving all relevant players including both public and private sectors in the EU and, when appropriate, in association with multinational partners, in particular AU, NATO, OSCE and UN. The lessons learnt process will facilitate the preparation and refinement of rules and procedures. To achieve this, detailed training requirements must address all military and civilian-military aspects for all TEU scenarios, from evacuation to combat operations, as well as the mutual assistance and solidarity clauses.

**ANNEXES OF THE MILITARY REQUIREMENTS
FOR MILITARY MOBILITY WITHIN AND BEYOND THE EU**

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ANNEX III – LEGAL AND REGULATORY NEEDS

1. Legal and regulatory needs

- 1.1. The aim of this section is to provide requirements for legal and regulatory needs for access to Transport Infrastructure to facilitate mobility across and beyond the EU. Legal considerations are, by their nature, applicable at multiple levels. These include:
 - 1.1.1. The need for legal and physical access to the transport infrastructure should cover re-/deployment of forces and import/ export of military equipment for EU and EU Member States missions and operations outside of the EU and daily activities.
 - 1.1.2. Legislative standards that cover movement by all modes of transport 24/7.
 - 1.1.3. Appropriate standards for escort requirements.
 - 1.1.4. Special considerations and legislative permissions at higher and lower levels to meet routine and dynamic requirements whereby the lack of planning time due to emerging events requires greater military agility to meet demanding crisis scenarios.
 - 1.1.5. Processes for national authority exemptions as required.
 - 1.1.6. The need for all individuals and organisations to be fully compliant with the relevant international and national regulations that pertain to the regulations for safe movement of personnel, assets and materiel by all modes of transport, the provision of correct and accurate documentation and the appropriate marking and labelling of consignments. Special exemptions may, however, be required for vehicles with high CO2 levels or incorrect tyres in-use during seasonal periods.
 - 1.1.7. The need for alignment of the rules applicable to transport of dangerous goods by military forces within the EU to ensure maximum safety and provide synergies and coherence among the approaches of the existing applicable rules for transport of dangerous goods in the military domain.
 - 1.1.8. The need for accurate records of movements to be maintained by relevant actors to enable an authoritative response to later questions relating to the legality, conduct or financial aspects of a movement.
 - 1.1.9. Agreed standards of transport documentation. These standards should be coherent with those already agreed with MS where appropriate.
 - 1.1.10. Clarity and commonality on customs procedures and documentation and cross-border regulations.
 - 1.1.11. Preliminary agreements/Permissions for information exchanges that are of a classified or sensitive nature with transportation and access providers.

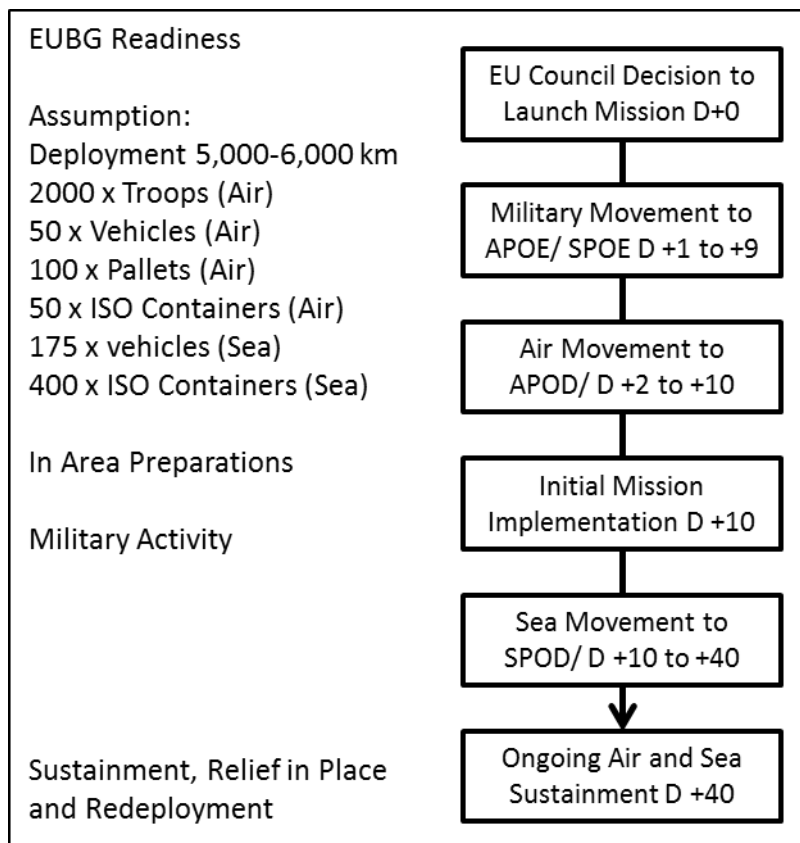
- 1.1.12. Immediate legal processing for each member state for documentation production and approval. This is a time related consideration and has a direct impact on the EU's rapid response to crisis and in particular EU Battle Groups response time and sustainment for military units used in the five EU scenarios. The means of transport for the EUBG will depend on the timeline and the Commanders Required Date (CRD) of arrival.
- 1.1.13. EU and its EU Member States should consider mitigating juridical risk for EU MS armed forces when they are employed out of their country. For example, given the potential disparity between existing regulations, a MS armed force, complying with the best practices in environmental domain but equipped with vehicles whose emissions does not comply with the local rules, should be protected from a judicial charge on this point period while increasing efforts to achieving the required emission ceilings.
- 1.2. In general, forces are required to be in the mission area and conduct military activity within the time frame defined by the Council Decision, the National Authorities or multinational organisations to launch an operation or mission. This timeframe will be mission specific, however in order to provide a baseline operational requirement, the EUBG deployment concept can be set as a working basis. This means that the minimum timeframe between the decision and the initial mission implementation for an EUBG-like force should not exceed 10 calendar days. A more detailed presentation of the decision process and deployment timeline is given in appendix 1 to this annex.
- 1.3. The time related military mobility requirement includes that national, EU and international regulations, without prejudice of EU Member State's sovereignty, meet the needs for smooth military movement, namely:
 - 1.3.1. Streamlined and harmonised procedures for requesting and issuing border-crossing and transit permissions for all modes of transport.
 - 1.3.2. A harmonised set of processes across the EU that delivers diplomatic and border-crossing and transit movement clearances in peacetime in no more than five working days (including heavy and oversized cargo). Member States will consider further reducing this period for rapid reaction units/rapid reinforcement.
 - 1.3.3. Developed supportive documents to enable border crossing point's (BXP) activity.
 - 1.3.4. Common EU Customs and BXP crossing rules and procedures for military personnel and equipment to enhance military mobility on road, rail, inland waterways and air by streamlined and simplified customs formalities for customs related activities, including automatization of the procedures (where appropriate).
 - 1.3.5. Prioritisation approval for military transports, particularly on Rail Networks to reduce force protection risks and ensure that Crisis Response Timelines are met.
 - 1.3.6. Simplified, unified and harmonized customs rules to enable the movement of EU military goods within the EU and beyond.
 - 1.3.7. Clarified status of forces while moving throughout foreign territories is required to provide legal protection to all EU military personnel:

- 1.3.7.1. The implementation of an EU SOFA and common rules for EU deploying forces is needed to have defined status of the EU Member States forces and a legal EU framework for their movement within the EU.
 - 1.3.7.2. For EU Member States which are NATO members and for those EU Member States that have ratified the PfP SOFA, this is currently defined in the NATO SOFA and it is incorporated into national regulations and procedures and it is applied for movement of national forces.
 - 1.3.7.3. EU Member States non-NATO members rely on their national regulations and bilateral agreements pertain to status of forces. A review of the legal status of EU forces will add coherency and clarity to avoid different EU Member States from having to conduct combined movement activity under different, overlapping or even discrepant agreements.
- 1.3.8. Implementation of internationally acceptable 'toxic codes' to declare goods for customs.

Appendix 1 to Annex III – An Illustrative of an EUBG Deployment

In the illustrative example at Table 1 below, based on the needs of a previous EUBG standby period, the cross-border permissions would have been required prior to the initial military movement to APOE and SPOE periods; the sustainment and rotation phases and again, following the mandate end and to enable the recovery of personnel and materiel. Therefore, the most demanding period for approval and issue of cross-border permissions would be from the EU Council decision to launch the mission to the initial mission implementation (D+0 to D+9).

Table 1 – Illustrative Example



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ANNEX V – COORDINATION AND COMMON INFORMATION EXCHANGE

1. Coordination Requirements

- 1.1. The coordination requirements set the need for civilian and military interaction to enable the smooth movement of military forces across borders and throughout MS and host nations ' territories in full respect of the nations' sovereignty. This is to be addressed via a dedicated EU military movement coordination capability.
- 1.2. There is no intention within this document to replicate or summarize the EU approach to CIS and interoperable communications as these activities remain a national responsibility. However, as CIS reaches into every level of logistic activity it is appropriate that it is considered within these technical requirements.
- 1.3. The challenge of any work going forward will be to enable a shared information domain between military and civilian actors. This will require a common set of standardised user services that allow users to plan, coordinate and approve military movement activities. This will also necessitate due time regard for military security and the sensitivity of information being accessed. The definition of common information exchange requirements is essential for success.
- 1.4. Coordination requirements include:
 - 1.4.1. A dedicated EU military Movement Coordination Capability, M&T focal point for EU military operations and missions, EU Battle Groups, EU MS, also able to communicate with third party coordination centres (in particular, but not limited to, AU CMCC, NATO AMCC, OSCE and UN SSC.).
 - 1.4.2. The need to have EU situational awareness on civilian and military traffic on the EU transport network, including access to maritime and air platforms, to allow TCNs and military Cdrs to take appropriate decisions for the conduct of movements.
 - 1.4.3. The need to coordinate and harmonise processes for individual and multiple use of the EU transport network for military purpose and border crossing within the EU.
 - 1.4.4. The need for capacities and clarity on the coordination process for interaction between national and international military and civilian authorities to ensure 'traffic flow' across EU Member States.
 - 1.4.5. The ability to facilitate, coordinate and process requests from non-EU countries for Troop Contributing Nations (TCNs).
 - 1.4.6. A common method of coordinating national regulations for military movement pertaining to areas such as customs, taxation, toll charges and demurrage.
 - 1.4.7. Identification and empowerment of military and civilian Points of Contact (POCs) at EU and national level with a 24/7 capability to manage the processes. A single POC

as point of entry for each nation is needed to simplify the access to the relevant national authorities.

2. Common information exchange requirements

- 2.1. An Information Exchange Requirement (IER) is the description, in terms of characteristics of the requirement to transfer information between two or more end users supported by Information Communication Technology. The characteristics described include source, recipients, contents, size, timeliness, security and trigger. Or, alternatively: What information is needed, Why, When, From Whom; Exchanged with who and with what dependencies or constraints. This reflects a number of areas including:
 - 2.1.1. Common agreement on the relevant exchange policies and procedures. IERs should follow the procedures and not vice versa. IERs are the essential foundation for the development of appropriate technical implementations.
 - 2.1.2. Pre-identification of the military and civilian actors required to plan and to conduct military movements.
 - 2.1.3. Pre-identification of the data required to be processed to facilitate military movements.
 - 2.1.4. Identify if existing databases host the required data or if new databases have to be built. The contained information must be accessible by the military and civilian actors.
 - 2.1.5. Information exchange methodology and interoperability between civilian (for example EU TEN-Tec and national databases) and military M&T entities (electronic data/ database/info hubs) for maintaining up to date information.
 - 2.1.6. Means of exchanging and protecting classified and sensitive information ("need to share" vs. "need to know"). Noting that these data exchanges might also have caveats in regard to the ability to share information with third parties. At the same time exchange of information with them will often be necessary, especially when it comes to non EU Member States which are Troop Contributing Nations to an EU activity.
 - 2.1.7. Exposure of military assessments and planning with civilian actors who may require a high level of details to coordinate use of civilian infrastructure.
 - 2.1.8. The potential need for transparency of existing structures, contracts and financial mechanism.
 - 2.1.9. Technical solutions, based on the provided IER, should provide situational awareness to mitigate unpredictable situations caused by a hostile environment and enable military fast decision-making.

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ANNEX VII – ENVIRONMENTAL

1. Environmental characteristics

- 1.1. Environmental legislation is a key constraint to be taken into account in enabling military mobility. Diesel free areas that are going to multiply within EU, and exhaust emissions of pollutants ceilings (EURO standards for example) may indeed impede military mobility.
- 1.2. In the potential operating areas, the failure to take into account the environmental factor can accelerate the deterioration of the host or in-transit country weak situation regarding local economy and ecological resources, undermining the national and international community efforts to keep or establish a positive momentum. For operational reasons, NATO has implemented a single fuel policy consisting in using jet fuel for both military aircrafts and military ground vehicles. This policy implies use of Diesel vehicles that might not reach the more recent emission ceilings.
- 1.3. To facilitate acceptance of military movements by States within and beyond EU it will be necessary for military mobility to adopt and comply with international and national environmental legislation to protect the environment; ensure the safety of the population affected; mitigate potential risks of environmental damage resulting from military activities and to derive operational benefits. Given the potential disparity between existing regulations there will also be a corresponding need to identify and adopt core standards that meets the needs of EU Member States. Consequently, the program for Environmental Management must meet EU environmental standards as well as the International Organization for Standardization (ISO) ISO 14001. Furthermore, EU and its EU Member States should consider their future transport policy in terms of preparation for the probable tightening of international environmental compliance standards in future years.
- 1.4. Initial military requirements concerning environmental domain to improve movement of military forces :
 - 1.4.1. EU and its EU Member States will consider maintaining specific exemptions for a transitional period while increasing efforts to achieving the required emission ceilings.
 - 1.4.2. EU and its EU Member States should consider mitigating juridical risk for EU MS armed forces when they are employed out of their country. For example, given the potential disparity between existing regulations, a MS armed force, complying with the best practices in environmental domain but equipped with vehicles whose emissions does not comply with the local rules, should be protected from a judicial charge on this point.
- 1.5. Environmental considerations are needed to ensure that:
 - 1.5.1. EU MS armed forces will implement as many measures as possible to mitigate potential risks of environmental damage resulting from military activities.

- 1.5.2. The use of energy-efficient technologies is promoted because it potentially offers significant operational benefit through a reduction in the logistics footprint and the impact of military activities on the environment, both for facilitating mobility and the sustainment of deployed operations.
- 1.5.3. Environmentally friendly and energy efficient options are taken into account during the pre-planning and crisis response planning for the provision of services where possible.
- 1.5.4. Commonality in adopted standards (highest common denominator) is promoted where possible.

ANNEX VIII – TRAINING

1. Training

- 1.1. Any change in the processes and documentation related to M&T will require the identification of civilian and military training requirements for the involved individuals and capabilities, from the political–strategic to the tactical level in order to integrate the new developments in the CSDP training systems, as well as in the training systems of the EU Member States.
- 1.2. EU training activities, particularly the exercises, should incorporate, as specific training objectives, practising the new developments in concepts, doctrines, plans and procedures on military mobility, including border crossing needs, to ensure that EU bodies, including the EU HQs, as well EU Member States, are ready to fulfil efficiently and effectively their responsibilities in this field.
- 1.3. Civilian and commercial actors should participate in these training activities as appropriate to ensure interoperability between civil and military actors.
- 1.4. EU Exercises under the Common Security and Defence Policy and especially Command Post Exercises, such as MILEX and Multi-Layer, offer the most relevant and efficient platform for the analysis and the evaluation of this new expertise.
- 1.5. The necessary cooperation with NATO and other actors will be enhanced through the implementation of military mobility in EU-NATO, or EU-UN, Parallel and Coordinated Exercises, as well as in other major crisis management exercises planned by the Commission and EU decentralised agencies such as EU Civil Protection Modules Exercises (DG ECHO, DG MOVE, DG SANTE, etc).
- 1.6. It is important that all the actors involved into the planning, coordination and execution phase of military deployment are engaged annually within a live exercise in order to check in practice their readiness and responsiveness.
- 1.7. Multinational exercises to prepare EUBGs, especially those involving movements of military capabilities among Member States constitute also a suitable environment for practising concepts, doctrines, plans and procedures on military strategic mobility.
- 1.8. Exercising the military mobility through the integrated approach will allow the validation and testing of the very first concepts, doctrine and standards. It will enable the development of both the individual and corporate knowledge. From this perspective the Lessons Learned will constitute a key outcome of exercising and must form its integral part. Via the Lessons Learned process, exercises may also indicate requirements and expectations for new plans, procedures and capabilities, representing a valuable tool to improve further mobility.

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ANNEX XI - ACRONYMS

A-B

AAR	Air-to-Air-Refuelling
ADAMS	Allied Deployment and Movement System
ADR	European Agreement concerning the International Carriage of Dangerous Goods by Road
AE	Aeromedical Evacuation
AMCC	Allied Movement Coordination Centre
AMSCC	Athens Multinational Sealift Coordination Centre
AOO	Area of Operations
APOD	Air Port of Disembarkation
APOE	Air Port of Embarkation
ATHENA	Council Decision 2004/197/CFSP to administer the financing of common costs of EU operations having military or defence implications
ATARES	Air Transport, Air-to-Air Refuelling and other Exchanges of Services
AU	African Union
BXP	Border Crossing Points

C

CBMP	Cross Border Movement Permissions
CBRN	Chemical, Biological, Radiological and Nuclear
CDIP	Concept Development Implementation Programme
Cdr	Commander
CEF	Connecting Europe Facility
CFSP	Common Foreign and Security Policy
CIS	Communication and Information Systems
CJ	Combined Joint
CMC	Crisis Management Concept
CMCO	Civil - Military Co-ordination
CONOPS	Concept of Operations
CORSOM	Coalition Reception, Staging and Onward Movement
CPCC	Civilian Planning and Conduct Capability
CRD	Commander's Required Date
CSDP	Common Security and Defence Policy

D

DDP	Detailed Deployment Plan
DG	Director-General/ Dangerous Goods
DG ECHO	Directorate-General for European Civil Protection and Humanitarian Aid Operations
DGR	Dangerous Goods Regulations

DOS Day of Supply
DRP Detailed Redeployment Plan

E

EATC European Air Transport Command
EEAS European External Action Service
EUBG European Union Battlegroup
EUCCIS European Union Command and Control Information System
EU DL EU Disposition List
EU HQs European Union Headquarters
EU INTCEN European Union Intelligence Analysis Centre
EUMC European Union Military Committee
EUMCC European Union Movement Co-ordination Centre
EUMPC European Union Movement Planning Cell
EU MS European Union Member States
EUMS European Union Military Staff
EU OPSCEN European Union Operations Centre
EVE Effective Visible Execution

F

FC Force Catalogue
FCdr Force Commander
FD Final Destination
FGen Force Generation
FHQ Force Headquarters
FN Framework Nation
FOC Full Operational Capability
FRPC Final Redeployment Planning Conference
FWC Framework Contract

H

HAZMAT Hazardous Materiel
HB Home Base
HN Host Nation/s
HNS Host Nation Support
HQ Headquarters
HR/VP High Representative/Vice President

I - J

IATA International Air Transport Association
ICC International Civilian Contractor
ICAO International Civil Aviation Organisation
IER Information Exchange Requirements
IGM Information Gathering Mission
IMD Initiating Military Directive
IMO International Maritime Organisation
IOC Initial Operational Capability
IOs International Organisations

IOTIF	Intergovernmental Organisation for International Carriage by Rail
ISO	International Organisation for Standardisation
IT	Information Technology
JLSG	Joint Logistics Support Group

L

LLN	Logistics Lead Nation
LOC	Lines of Communication
LOG	Logistics
LogCoC	Logistics Coordination Centre
LOGCON	Logistic Control
LOGFAS	Logistics Functional Area Service
LOG IS	Logistic Information System
LRSN	Logistic Role Specialist Nation

M

MASCAL	Mass Casualty
M&T	Movement and Transportation
MCC	Movement Co-ordination Centre
MCCE	Movement Co-ordination Centre Europe
MDRP	Multinational Detailed Redeployment Plan
MEDEVAC	Medical Evacuation
MFCdr	Mission Force Commander
MHQ	Mission Headquarters
MMCC	Multinational Movement Co-ordination Centre
MNDDP	Multinational Detailed Deployment Plan
MOT	Mode of Transportation
MOU	Memorandum of Understanding
MOVCON	Movement Control
MPCC	Military Planning and Conduct Capability
MPLAN	Mission Plan
MS	Member States
MSO	Military Strategic Options
MTF	Medical Treatment Facility

N

NDDP	National Detailed Deployment Plan
NEO	Non-Combatant Evacuation Operations
NEOCC	NEO Coordinating Cell
NMCC	National Movement Co-ordination Centre
NSE	National Support Element

O

OA	Operations Analysis
OEM	Original Equipment Manufacturers
OHQ	Operation Headquarters
OpCdr	Operation Commander
OPLAN	Operation Plan
OPP	Operations Planning Process
OPSCEN	Operations Centre
OSCE	Organization for Security and Co-operation in Europe

P

PMP	Project Management Plan
pMS	participating Member States
POC	Point of Contact
POD	Port of Disembarkation
POE	Port of Embarkation
POL	Petroleum, Oil and Lubricants
PPE	Personal Protective Equipment
PSC	Political and Security Committee

R

RID	Regulation concerning the International Carriage of Dangerous Goods by Rail
RLS	Real Life Support
RMP	Risk Management Plan
ROE	Rules of Engagement
RPOD	Rail Point of Disembarkation
RPOE	Rail Point of Embarkation
R&R	Rest and Recuperation
RSOI	Reception, Staging, Onward Movement & Integration
RSOM	Reception, Staging and Onward Movement
RUoF	Rules for the Use of Force

S

SA	Staging Area
SAT	Situation Awareness Team
SD	Strategic Deployment
SEOS	Surface Exchange of Services
SHAPE	Supreme Headquarters Allied Powers Europe
SOFA	Status of Forces Agreement
SOMA	Status of Mission Agreement
SOP	Standing/ Standard Operating Procedure
SOR	Statement of Requirement
SPOD	Sea Port of Disembarkation
SPOE	Sea Port of Embarkation

SSL Strategic Sea Lift
STRATEVAC Strategic Evacuation

T - Z

TA Technical Arrangement
TEN-T Trans-European transport network
TEU Treaty on the European Union/ Twenty-Foot Equivalent Unit
TCN Troop Contributing Nations
TR Technical Requirements

UCC Union Customs Code

ANNEX XII - DEFINITIONS

Airport of Embarkation (APOE)

The airport at which final preparations for embarkation are completed and through which assigned troops, materiel, and vehicle loads for aircraft are called forward and loaded onto the strategic airlift.

Area of Operations (AOO)

An operational area defined by a joint commander for land or maritime forces to conduct military activities. Normally, an area of operations does not encompass the entire joint operations area of the joint commander but is sufficient in size for the joint force component commander to accomplish assigned missions and protect forces.

Commander's Required Date (CRD)

The latest date, calculated from G-day, established by the theatre commander, on which forces are required to be complete in their final destination and organized to meet the commander's operational requirement.

Deployment

1. The movement of forces within areas of operation.
2. The positioning of forces into a formation for operation.
3. The relocation of forces to desired areas of operation.

Disembarkation

The unloading of troops with their supplies and equipment from a ship.

Dual Use

Transport network infrastructure that addresses the needs of both defence and civil communities.

Embarkation

The process of putting personnel and/or vehicles and their associated stores and equipment into ships or aircraft.

Home base

The location where a strategic movement commences, usually the barracks, port of airbase where a unit is based.

Heavy traffic routes

The route where any military vehicle with a registered weight of 45 gross weight or lower is permitted to move or park on that road.

Infrastructure

A term generally applicable for all fixed and permanent installations, fabrications, or facilities for the support and control of military forces.

Loading

The process of putting personnel, materiel, supplies and other freight on board ships, aircraft, trains, road vehicles or other means of conveyance.

Military Transport (MT)

Military Transport can be divided into two categories and these are, firstly, transport owned and operated by Military forces and, secondly, transport owned and operated by civilian contractors for military purpose.

Military Mobility

Mobility is a descriptive term used to describe the physical movement of a military component in relation to an objective. There is, as yet, no agreed EU definition for Military Mobility, however, in the sense of these military requirements it is considered to be the faster and more effective movement of military units and assets throughout Europe via the removal of bureaucratic barriers and the improvement of infrastructure without prejudice to the sovereignty, national decision-making and constitutional requirements of individual Member States.

Mode of transport (MOT)

A way or manner in which transport is executed, e.g. road transport, sea transport or airlift.

Movement

The activity involved in the change of location of forces, equipment, personnel and stocks as part of a military operation. Movement requires the supporting capabilities of mobility, transportation, infrastructure, movement control and support functions.

Movement coordination

Organising movement activities of two or more agencies and providing information to other agencies involved.

Multimodal

In transport operations, a term applied to the movement of passengers and cargo by more than one method of transport.

Port of disembarkation (POD)

A seaport, airport or railhead where personnel, equipment and/or stocks are unloaded from a means of transport.

Port of embarkation (POE)

A seaport, airport or railhead where personnel, equipment and/or stocks are loaded onto a means of transport.

Railhead

A point on a railway where loads are transferred between trains and other means of transport.

Route

The prescribed course to be travelled from a specific point of origin to a specific destination.

Sea Port of Disembarkation (SPOD)

The Sea Port at which the ship/vessel carrying materiel and/or personnel are offloaded.

Sea Port of Embarkation (SPOE)

The Sea Port at which final preparations for embarkation are completed and through which assigned personnel, materiel, and vehicle loads for ships/vessels are called forward and loaded onto the strategic sea lift.

Strategic deployment

Strategic Deployment is the process of deploying national, or EU, capabilities to a desired JOA in support of a EU CSDP or MS operation and mission in accordance with the FCdr's/ MFCdr's requirements and priorities.

Strategic movement

A strategic movement is a movement from home base to final destination and includes deployment, transportation for sustainment and redeployment.

Sustainment

Resupply. The act of replenishing stocks in order to maintain required levels of Supply.

Third party coordination centres

Coordination centres from non EU Member States and/ or other organizations

Very heavy traffic routes

The route where any military vehicle with a registered weight of 70 tonnes weight or lower is permitted to move or park on that road.