SEC. ___. AUTHORITY TO ESTABLISH A MOVEMENT COORDINATION CENTER PACIFIC IN THE INDOPACIFIC REGION.

(a) AUTHORITY TO ESTABLISH.—

(1) IN GENERAL.—The Secretary of Defense, with the concurrence of the Secretary of State, may authorize—

(A) the establishment of a Movement Coordination Center Pacific (in this section referred to as the "Center"); and

(B) participation of the Department of Defense in an Air Transport and Air-to-Air refueling and other Exchanges of Services program (in this section referred to as the "ATARES program") of the Center.

(2) SCOPE OF PARTICIPATION.—Participation in the ATARES program under paragraph (1)(B) shall be limited to the reciprocal exchange or transfer of air transportation and air refueling services on a reimbursable basis or by replacement-in-kind or the exchange of air transportation or air refueling services of an equal value.

(3) LIMITATIONS.—The Department of Defense's balance of executed transportation hours, whether as credits or debits, in participation in the ATARES program under paragraph (1)(B) may not exceed 500 hours. The Department of Defense's balance of executed flight hours for air refueling in the ATARES program under paragraph (1)(B) may not exceed 200 hours.

(b) WRITTEN ARRANGEMENT OR AGREEMENT.—

(1) ARRANGEMENT OR AGREEMENT REQUIRED.—The participation of the Department of Defense in the ATARES or exchange like program under subsection

(a) shall be in accordance with a written arrangement or agreement entered into by the Secretary of Defense, with the concurrence of the Secretary of State.

(2) FUNDING ARRANGEMENTS.—If Department of Defense facilities, equipment, or funds are used to support the ATARES program, the written arrangement or agreement under paragraph (1) shall specify the details of any equitable cost-sharing or other funding arrangement.

(3) OTHER ELEMENTS.—Any written arrangement or agreement entered into under paragraph (1) shall require that any accrued credits and liabilities resulting from an unequal exchange or transfer of air transportation or air refueling services shall be liquidated, not less than once every five years, through the ATARES program.

(c) IMPLEMENTATION.—In carrying out any written arrangement or agreement entered into under subsection (b), the Secretary of Defense may—

(1) pay the Department of Defense's equitable share of the operating expenses of the Center and the ATARES program from funds available to the Department of Defense for operation and maintenance; and

(2) assign members of the Armed Forces or Department of Defense civilian personnel, within billets authorized for the United States Indo-Pacific Command, to duty at the Center as necessary to fulfill the Department of Defense obligations under that arrangement or agreement.

Section-by-Section Analysis

This proposal would grant the authority to establish a U.S. Indo-Pacific Command (USINDOPACOM)-specific shared airlift mechanism that will be known as the Movement Coordination Center Pacific (MCC-P). The MCC-P is a multinational operation that aims to synchronize lift capabilities of partner nations in the USINDOPACOM area of responsibility,

thereby expanding the overall reach capacity of mobility operations. In the USINDOPACOM area of responsibility, coordinating effective logistics operations and support to both joint and combined forces warrants a dedicated mechanism that focuses on effective and efficient employment of combined lift assets. The Movement Coordination Center-Europe, under the control of the U.S. European Command, is responsible for coordinating employment of multinational lift in the European theater. Likewise, a Movement Coordination Center Pacific would similarly enhance the efficient use of available transportation assets in the Pacific theater. The MCC-P concept will maximize efforts to provide lift solutions for bilateral and multilateral operations, including exercises as well as Humanitarian Assistance/Disaster Relief (HADR) operations.

The USINDOPACOM area of responsibility currently has no dedicated mechanism in place to coordinate collectively the use of available transportation assets of multiple lift capable nations in the region. There is a growing demand to establish such an organization to leverage the combined lift capacity available from the many nations within the USINDOPACOM area of responsibility for mutual cost savings. The MCC-P concept is designed to manage such a requirement effectively, which incorporates a coalition of participating nations and their respective movement coordination centers into a communications network that focuses on optimum use of lift capability according to the priorities of USINDOPACOM and member nations.

Cargo and passenger airlift requirements often exceed U.S. airlift capabilities. This is especially true of organic capability, which is costly considering the relatively small amount of cargo space available on an airlift platform versus that of a single sealift vessel. When such a lift shortfall occurs, costly commercial augmentation is frequently procured to help offset the organic shortfall. Logistics planners should also consider other preferred sources of lift capability (rather than focusing solely on commercial augmentation), not only to satisfy the specific movement requirement, but also to conserve valuable mobility funding (e.g., Transportation Working Capital Fund dollars). The savings can be quite substantial when more alternatives are available for optimizing the movements and achieving timely closure of requirements. This strikes at the very essence of the MCC-P concept and overall need to communicate effectively with respective movement coordination centers within the Indo-Pacific region to coordinate required support for moving people and cargo in theater.

The MCC-P will synchronize multinational lift capabilities of U.S. allies and partner nations, which has the potential for significantly expanding the overall reach and capacity of mobility operations in the USINDOPACOM area of responsibility. The benefits are considerable, and the MCC-P is the solution. The major benefits are: the expansion of the U.S. deployment and distribution capabilities — another option for increasing lift support, fostering theater engagement plans with partners and allies, improved effectiveness and efficient use of lift assets through sharing lift information, and providing security cooperation and expanding the interface among MCC-P lift-sharing nations.

Budget Implications: The resources required are reflected in the table below and are funded within the Fiscal Year (FY) 2021 President's Budget.

RESOURCE IMPACT ($MILLIONS)									
Program	**FY 2021**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**Appropriation**	**Budget Activity**	**BLI/SAG**	**Program Element (for all RDT&E programs)**
Navy USINDOPACOM Core Operations	$1.12	$1.18	$1.24	$1.30	$1.36	Operation & Maintenance, Navy	01	1CCH	
Total	$1.12	$1.18	$1.24	$1.30	$1.36				

Note: Total resource requirements plus personnel requirement total $6.2M 2021-2025

Changes to Existing Law: Not applicable: This proposal does not amend an existing law.