

European Union Policy and Simulation

DEFENSE/SECURITY SIMULATION TOPICS

These are the topics we'll be discussing for Simulation on Monday. The class will break into two groups, 'Prime Ministers', and 'Defense Ministers', meeting as the European Council and the Council of the European Union - Defense, respectively. One member of each team will be in each group, and each group will work on coming to agreement on its own issues. Decisions must be unanimous - no abstentions are allowed.

Please spend some time working out your country's position on these issues, and what you'd like to see the EU do - the proposals below are just a starting point - you may adopt them wholly, in part, modify them, or come up with something entirely new.

We will begin the simulation with a 'Tour de Table', going around the circle, giving each country about 1 minute to state their position, and the direction they'd like to see things go.

Prime Ministers – EU-NATO Cooperation

Proposal One: Open negotiations with NATO regarding removal of 'right of first refusal' on missions, in favor of negotiated mission selection, with a goal of enhancing the EU's ability to act in support of CFSP/CSDP goals.

Proposal Two: Improve protocols so that unanimous consent by NATO members is not required for the EU to access NATO assets. Military assets of EU members should be available without unanimous NATO consent, and centralized NATO planning and Crisis Management Operation assets should be available on a similar basis.

Defense Ministers – Strategic Mobility Upgrades

This is an attempt to update EU strategic mobility by addressing air and sea lift capabilities.

1) Airlift - Access to heavy-lift transport aircraft is primarily through either C-17 and C-5 aircraft available via NATO, or lease of commercial cargo aircraft which are substantially less-capable. No EU member maintains a significant fleet of heavy-lift aircraft, due to the high expense involved. In addition, we anticipate losing access to UK airlift assets for ESDP use as part of the Brexit process. We propose that the EU procure a small initial group of heavy lift C-17 aircraft, and operate them for the benefit of CSDP operations, and make them available to EU member nations for national operations as well. The initial program is for 4 aircraft, at a cost of EUR 200m each, plus EUR 100m annually in operating costs. An additional 10 Airbus A400M aircraft will be added to the program at a cost of EUR 140m each, and an additional EUR 400m annually in operating costs as of 2020

2) Sealift - a similar purchase of 5 heavy container cargo ships with self-unloading capabilities will take place in 2020-2023, and a potential 4 more in 2023-2026, at a cost of EUR 500m for each group, and EUR 50m annually in operating costs per group. Policy Question: Should the ships be 100% container cargo, or a mix of container and vehicle-carrying 'roll-on/roll-off' vessels? If mixed, what should the mix be?