

SECRETARIAT

MODERNIZATION OF CONTINGENT-OWNED EQUIPMENT

Secretariat Issue Paper # 03

1. ISSUE PAPER THEME: Major Equipment

2. SUMMARY / BACKGROUND / PREVIOUS HISTORY

New technologies and type of equipment are being deployed to United Nations Field Missions. In the absence of a standard reimbursement rate set by the Contingent-Owned Equipment Manual (COE Manual), reimbursement rates for these new demands are currently negotiated as “special cases” (i.e. on a case-by-case basis). The lengthy administrative procedure associated with this approach can cause delays in negotiations, deployment and/or finalization of memoranda of understanding (MOUs).

This proposal has not previously been submitted to the Contingent-Owned Equipment Working Group for its consideration. However, previous meetings of the COE Working Group approved the inclusion of Special Case equipment in the COE Manual.

3. DETAILED PROPOSAL

After a review of the current equipment deployed by troop- and police-contributing countries (T/PCCs) to field missions, it is recommended that the attached list of missing equipment be added to the list of Major Equipment in the COE Manual. Four items are under the category of “Aircraft/Airfield Support Equipment” and one reflects the introduction of generic rate for All-Terrain Vehicle (Heavy). This equipment is considered important to ensure the proper delivery of mandates and fair reimbursement to T/PCCs (a list of the recommended equipment is included in the attached **ANNEX**).

Consistency between equipment currently used in field missions (as special case equipment) and the COE Manual will ensure that future planning, pledging and unit preparations are based on the same standards. Such consistency will also support *Peacekeeping Capability Readiness System* (PCRS) pledges being elevated to higher (faster) deployment levels and for these capabilities to become operational in the field.

Including the new equipment list in the COE Manual will limit and minimize the number of future exceptions and special cases to be negotiated. The inclusion of this new equipment list will also provide more transparent and standardized information to T/PCCs, facilitate better accountability, and provide additional assurances and certainty surrounding reimbursement rates. It is thus proposed to update Chapter 8, Annex A, Section “Aircraft/airfield support equipment” on page 184, and Section “Support Vehicles (commercial pattern)” on page 197 with the annexed *Special Case* items.

4. FINANCIAL IMPLICATIONS

No financial implications.

5. PROPOSED 2026 COE MANUAL TEXT

In accordance with the recommendations below to update Chapter 8, Annex A, page 184, section “Aircraft/airfield support equipment” and page 197, Section “Support Vehicles (commercial pattern) with the annexed special case item. Add text in bold.

Annex

Page 184

	Generic fair market value (\$)	Estimated useful life in in years	Maintenance rate (\$)	Monthly dry lease (\$)	Monthly wet lease (\$)	No-fault incident factor (%)	Monthly Non-UN Petroleum, Oil and Lubricants (POL) (\$)	Painting rate (%)	Repainting rate (\$)
Aircraft/Airfield Support Equipment									
Air starter unit	56 162	17	83.0	280.0	363.0	0.1			
Aeroengine compressor wash spray unit	40 850	17	60.0	204.4	264.0	0.1			
Tire inflator	30 000	17	44.0	150.0	194.0	0.1			
K-loader	234 798	15	925.0	1 324.0	2 249.0	0.1			
Luggage belt self-propelled	84 769	15	318.0	478.0	769.0	0.1			

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Support Vehicles (Commercial
Pattern)

ALL-Terrain Vehicles, Heavy	280 006	10	771.0	2 378.0	3 149.0	0.3
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