

BANGLADESH

ROTATION AND REPLACEMENT OF VEHICLES AT UN EXPENSE UNDER THE ARRANGEMENT OF THE UN OR UNDER THE LOA WITHIN A FIXED TIME FRAME

ISSUE PAPER THEME: Major Equipment

PROBLEM STATEMENT

The COE Manual 2020 describes in its chapter 4, clause VII, paragraph 28 at page 133/271 under the title Rotation of Equipment that certain categories of major equipment under prolonged deployment to peacekeeping missions including Police vehicles and all types of support vehicles can be considered for rotation at United Nations expense at the discretion of a mission contingent-owned equipment/memorandum of understanding management review board in consultation with the applicable contingent commander, on the basis of operational requirements within the Mission. Since a major operational vehicle is frequently used in the mission area, they phase out after a number of years and become unserviceable. Those vehicles are then repatriated to the PCC/TCC under UN arrangement and replaced by new vehicles provided by the PCC/TCC. However, it has been commonly observed that the phased-out vehicles have been handed over to the UN contractor for repatriation or sometimes have already been repatriated to the TCC/PCC but no initiative has been taken by the UN to arrange transportation of the replacing vehicles from the TCC/PCC. In that case, the operational capability of the contingent faces severe setback and the government ceases to receive reimbursement against these vehicles as well. As the UN provides for redeployment and repatriation of all contingent-owned major equipment/vehicles, the old and worn out vehicles need to be rotated and repatriated at the earliest possible time under the management of the UN or under the LOA in order to retain the operational efficiency of the contingents. In this regard, it is imperative to stipulate a time frame for replacement of these vehicles once they become unserviceable. It will minimize the risk of the Police Vehicle becoming non-operational in addition to ensuring the services of a new vehicle with the same cost implications. Moreover, the PCC will continue to be reimbursed against those vehicles at regular rate in the transition period of the rotation and repatriation of those worn out vehicles. In case the UN is unable to arrange the transportation of the vehicles, it may request the PCC/TCC to conduct the rotation and repatriation of the vehicles under the LOA within this time frame after receiving such proposal from the TCC/PCC.

PROPOSED TEXT FOR 2023 COE MANUAL

COE Manual 2023 Chapter 4, clause VII, paragraph 28 page 133/271

Certain categories of major equipment under prolonged deployment to peacekeeping missions which are non-operable, or for which continued maintenance is not economical in the mission area, can be considered for rotation **under the arrangement of the UN or under the LOA** at United Nations expense at the discretion of a mission contingent-owned equipment/memorandum of understanding management review board in consultation with the applicable contingent commander, on the basis of operational requirements within the Mission. These categories are as follows: aircraft/airfield support equipment, combat vehicles, Police vehicles, engineering equipment, engineering vehicles, support vehicles (commercial pattern) and support vehicles (military pattern) **provided that these vehicles will be rotated and repatriated under the arrangement of the UN within a fixed time frame (3-6 months) from receiving the proposal from the TCC/PCC to conduct the rotation of those vehicles upon their becoming non-serviceable. The UN may also request the TCC/PCC to arrange transportation of the rotating vehicles under the LOA within this time frame. Moreover, no reimbursement will be deducted from the TCC/PCC against those vehicles in case the TCC/PCCs confirm their readiness to replace those vehicles but the procedure of rotation and replacement of the vehicles could not be completed within the stipulated time frame under the arrangement of the UN.**