

BANGLADESH

INCREASE OF TRANSIT TIME FOR SHIPS ROTATION IN UNIFIL, MTF

1. ISSUE PAPER THEME: Self-Sustainment

2. SUMMARY

To rotate the Bangladesh Navy Ships in UNIFIL, MTF ships have to cross approximately eight thousand nautical miles' sea route to reach Beirut Port. For completing the voyage, minimum 30 - 45 days' time is required. But UNHQ only reimburse 15 transit days' cost for deployment/rotation. As a result, the deployment cost received from UN against the ships is less than the cost Bangladesh need to spend for deploying the ship at AMO.

So far Bangladesh had provided all the extra expenses to rotate the ships deployed in UNIFIL. Definitely it has got huge impact on its national budget. As such reimbursement for rotation of ship should be provided basing on the distance between the TCCs and mission area (45 days). To achieve that, Additional \$ 293897.00 (Approximate) for the naval ship deployed at UNIFIL need to be added with current reimbursement.

3. BACKGROUND

Bangladesh became a proud member in UNIFIL since 06 May 2010 under MTF. Bangladesh Navy deployed BNS OSMAN (Frigate) and BNS MADHUMATI (Large Patrol Craft) in Mediterranean for four years and then they were replaced by BNS ALI HAIDER and BNS NIRMUL which were also replaced by BNS BIJOY on 01 January 2018 as per the decision of UNHQ (DPKO). Lastly, BNS SANGRAM took over from BNS BIJOY in September 2020.

Presently BNS SANGRAM is deployed in UNIFIL MTF since September 2020. The latest ship deployed in UNIFIL, Lebanon took around 30 days to transit and the expenses came around USD 4,52,867.00 (including 14 days Quarantine in mission area amounting USD 95,193.00). However, for the rotation, a 15 transit days (As per LOA) reimbursement USD 1,58,970.00 (USD 10,598 per day) have been received by the rotating ship. As a result Bangladesh had to spend additional 293897.00 USD more from its own budget.

Bangladesh is a long time UN partner in maintaining world peace and security by contributing its troops and equipment. Spending additional cost for the deployment of its force is not a problem as a matter of commitment. But as a developing country spending extra cost will have a definite impact on its national budget. As a result, financial constraint may hamper the operational commitment of the personnel employed on board if

reimbursement is not provided appropriately.

4. DETAILED PROPOSAL

Consequently, we propose:

Contingent Owned Equipment (COE) Working Group (WG) may take afford to take up the issue. So that the reimbursement for required transit day is given, basing on the distance of the TCCs and the mission area. In case of Bangladesh and UNIFIL the transit time should be 45 days or actual days of voyage.

There are many countries contributing maritime force in UNIFIL having lesser between the TCC and the mission area than Bangladesh. The transit time 15 days, even lesser may be appropriate for them. On the other hand due to the distance to rotate the Bangladesh Navy Ships in UNIFIL, MTF needs minimum 30 to 40 days. Ships of Bangladesh have to cross approximately eight thousand nautical miles sea route to reach Beirut Port. But UNHQ only reimburse 15 transit days cost for deployment/rotation. The comparative statement of reimbursement received from UN and cost of BN to deploy/rotate ships to UNIFIL, MTF is appended below:

Name & Types of Vessels	Reimbursement received from UN As per LOA. 15 days Transit for repatriation per Ship	Cost of per Ship for rotation by Bangladesh Govt. USD	Difference (ie. BD pay more)
BNS ALI HAIDER (Corvette)	USD 10,598 X 15=158,970.00	\$ 728,928.00	\$ 569,958.00
BNS NIRMUL (OPV)	USD 10,598 X 15=158,970.00	\$ 329,347.00	\$ 170,377.00
BNS BIJOY			
BNS SANGRAM (Corvette)	USD 10,598 X 15=158,970.00	\$ 4,52,867.00	\$ 293897.00
Total USD			

In view of the above mentioned statement mentioned in the table it is learnt that the deployment cost received as reimbursement against the ships are very less than the actual cost incurred by BD.

In this regard necessary steps may be taken to increase the transit days **‘Up to 45 days or the actual transit time; whichever is lesser’** for deployment/ rotation of BN Ships considering the long distance from Bangladesh to UNIFIL.