



# FUEL MANAGEMENT

## Sub-Working Group on Major Equipment

### LIST OF ISSUE PAPERS

SECRETARIAT #21, COE FUEL CONSUMPTION MONITORING AND T/PCC ACCOUNTABILITY

SECRETARIAT #22, PASSIVE VEHICLE FLEET MANAGEMENT DEVICES

### FOCAL POINTS

Cameroon

### SUMMARY OF PROPOSAL

Render mandatory the functionality of odometers, hour/Kwh meters on all COE vehicles and generators to allow for a better follow-up of fuel consumption. Request the UN to provide and install fleet management devices (FDS) on all the COE vehicles deployed in UN missions, to facilitate monthly odometer readings, optimize fuel consumption among multiple advantages.

### PROPOSED TEXT FOR 2023 COE MANUAL

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1. Revise paragraph 11 (a), VI.A. Arrival inspection, Chapter 3 Standards, verification, and control of contingent-owned equipment for major equipment and self-sustainment (page 25/271) as follows:

- a) Major equipment will be counted/inspected in order to ensure that categories and groups and the number delivered correspond with the memorandum of understanding and that the equipment is in operationally serviceable condition<sup>17</sup>, including functional odometers, hour-meters, kWh meters as appropriate and painted in United Nations colors, upon arrival in theatre for use in its primary role;

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Still under discussion

Agreed by the sub-working group on 23/01/2023

**ADOPTED BY WORKING GROUP ON 24/01/2023**

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**2. Revise paragraph 13 (a), VI.B. Operational readiness inspections, Chapter 3 Standards, verification and control of contingent-owned equipment for major equipment and self-sustainment (page 26/271) as follows:**

a) Major equipment will be counted/inspected in order to classify it into categories and groups and to ensure that the agreed number is present and used appropriately **as demonstrated by changes in odometer, hour-meter and kWh-meter readings as appropriate.**

b) Major equipment will be inspected to ensure that it is operational to the extent agreed to in the memorandum of understanding. The United Nations considers that unsafe vehicles endanger the life of personnel and jeopardize the effectiveness of a mission and should not be considered operationally serviceable. The Chief Transportation Officer will review vehicle safety and make recommendations to the Director/Chief of Mission Support and Force Commander/Police Commissioner on this issue. **In addition, from 1 July 2024, the applicable equipment must have functional odometer, hour-meter or kWh-meter as appropriate to be considered fully operationally functional and reimbursable.**

**3. Revise paragraph 2 (a), Chapter 3, annex A, Principles of verification and performance standards for major equipment provided under a wet lease or dry lease arrangement (page 29/271) as follows:**

2. The following principles are applicable to all equipment:

(a) Equipment arriving in theatre must be in a serviceable condition for use in its primary role, **has functional odometer, hour-meter or kWh-meter as applicable** and must already be painted with United Nations markings. Ambulances and other vehicles dedicated to the transport of medical staff or medical supplies should be clearly marked with a symbol placing it under the protection of the Geneva Convention.<sup>3</sup> Any requirement to assemble the equipment owing to shipping constraints will be completed by the unit at its own expense as part of the deployment process. This will include the addition of petrol, oil and lubricants removed for the purpose of transportation;

**4. Add new paragraph 9bis, Chapter 3, annex A, Electrical Equipment (page 30/271)**

**9bis. A generator set will be considered unserviceable if the hour meter or the kWh meter reading is unserviceable for two consecutive quarters and must be repaired or the item be replaced if lost or damaged beyond in-theatre repair capability.**

**5. Add new paragraph 43bis, Chapter 3, annex A, Vehicles (page 39/271)**

**43bis. A vehicle will be considered unserviceable if the odometer or hour meter reading is unserviceable for two consecutive quarters and must be repaired or the item be replaced if lost or damaged beyond in-theater repair capability.**

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**6. Amend paragraph 11, Chapter 3, annex A, Electrical equipment, Principles of verification and performance standards for major equipment provided under a wet lease or dry lease arrangement (page 30/271) by adding the following:**

11. Generators introduced in 2017 based on the International Organization for Standardization (ISO) 8528 standard, which are detailed in appendix 3 to the present annex, supplement, rather than replace, the existing categories of generators. Troop/police contributors may opt to continue to deploy generators under the previous arrangements. A troop/police contributor may, at its own convenience and subject to its own priorities, shift to the new contingent-owned equipment energy transition plan, which is not binding but is incentive-based. If it chooses to be reimbursed at the new rates for prime power, limited-time running power or emergency standby power, the troop/police contributor must adhere to the auditable site energy plan. The energy transition plan is not predicated on new types/capabilities of generators. Rather, it is focused on a methodology for using existing generators in a more efficient and environmentally friendly manner.<sup>11</sup> **At a minimum, all generators must be fitted with functional hour-meter and all generator sets must be fitted with functional kWh-meter.**

**7. Introduce a new paragraph 12 in Chapter 2, Annex A and renumber the subsequent paragraphs – “Fuel management accountability”.**

Troop/Police contributing countries shall facilitate and implement the mission specific mechanisms established in UN Fuel Management Guideline or mission SOP to account for the fuel delivered into COE including the use of UN Electronic Fuel Management System EFMS as applicable.

## FINANCIAL IMPLICATIONS

The proposals do not have financial impact on T/PCC or UN under the assumption that the T/PCC will have all equipment with functional odometers and no reduction of the authorized reimbursement rate will be applied.

## PROPOSED TEXT FOR THE 2023 COE WORKING GROUP REPORT

The COE WG recommends to the Secretariat to conduct a more thorough study on the cost estimation, insurance, liability, and operational implications, regarding the installation of fleet management devices on COE vehicles and submit it for the 2026 COEWG.

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