

## PAKISTAN

# REPATRIATION OF ME / SS FROM MISSION AREA AND ITS CONDITION ON RECEIPT IN HOME COUNTRY

1. **ISSUE PAPER THEME:** Cross-cutting
  
2. **SUMMARY.** Pakistan would like to request for formulation of the policy regarding safe transportation of ME / SS from mission area to home country on repatriation. Recent repatriation of 34.14% vehicles / equipment of Engineer Company brought into notice the deficiencies / damages made to the equipment on receipt in Pakistan **is a case in point; where,** Pakistan Engineer Company-10 deployed in Darfur was deployed in mission area with a reduced strength as per UN mandate 2363.
  
3. **BACKGROUND.** The finalized MOU demanded reduction of vehicles / equipment, which involved repatriation of 34.14% vehicles / equipment. As per the COE manual vis-à-vis UN policies the above-mentioned vehicles / equipment went through multiple processes involving COE/ repatriation inspection, Movcon inspections and anti-smuggling inspection. Moreover, a proper handing/ taking of vehicles was also signed by the contractor and the TCC. Nevertheless, the equipment was received in Pakistan with multiple deficiencies and damages during enroute.

## **DETAILED PROPOSAL**

4. **Issues**
  - a. **Lack of Monitoring Policy.** There seems no effective policy regarding monitoring the condition of vehicles / equipment enroute during long stay after the equipment repatriating has been handed over by the contingents to the UN contractor.

- b. **Negligence of Contractors.** Contractors generally show negligence after the equipment has been loaded on the transporters from TCC camps.
- c. **Thefts / Damages.** Reportedly deficiency / damages have occurred during transportation of vehicles / equipment to port of Sudan and further to home country.
- d. **Mishandling of Equipment at Embarking Ports.** Repatriated vehicles / equipment are generally mishandled at embarkation ports especially due to non-availability of any supervising staff of the UN HQ (concerned quarters).
- e. **Effect on TCC.** Hefty expenditures and heavy repairs are incurred on re-fitment of these vehicles/ equipment, which is not accountable/ reimbursable at any tier, thereby causing heavy losses to the TCC.
- f. **Lengthy Procedures involved in Recoupment of Losses.** Procedures involved in recoupment of losses incurred to the COE during transportation, involving no fault of the TCC (or its troops in mission area) are extended over lengthy time periods, due to which following repercussions erupt:
  - (1) Undue retention of equipment further deteriorates the equipment, thereby, aggravating the monetary loss.
  - (2) Extended timelines involved in admittance / approval of claims at UN HQ's end which overburdens the TCC with regards to repair costs.
  - (3) Depreciation of equipment cost, rendering its disposal (through auction or other means) lesser useful.

5. **RECOMMENDATIONS / SUGGESTIONS.** The working group may consider following recommendations in order to avoid damages to the equipment for transportation to home country:

- a. Formulating an effective monitoring policy regarding repatriation of vehicles/ equipment by nominating monitoring inspection team to ascertain the damages brought to the equipment after long halts and after arrival on the port of embarkation and dis-embarkation alike; involving representative of TCC at both doors of dispatch and delivery.
- b. Contractors may be penalized if damage is brought to the equipment. Detailed pictures of the equipment may be taken at the time of handing over of equipment to the UN contractor.
- c. TCC/ UN Police may be tasked to escort the vehicles/ equipment to embarkation ports on requirement basis.

- d. Vehicles / equipment may be loaded at embarkation port in front of TCC and UN rep to ensure supervision/ safe handling.
- e. In order to make the vehicles / equipment serviceable again, Damages / deficiencies may be **re-imbursed 100%** to home country as per **Para-II to Chapter 6 of COE Manual**.
- f. Damages less than 10%, which are presently being covered in the transportation and reimbursement cost may be included in the claims. Percentage may, however, be limited to 5 % of Generic Fair Market Value.