

PAKISTAN

INLAND TRANSPORTATION CLAIMS OF AIR MOVEMENT OF COE

1. **ISSUE PAPER THEME:** Major Equipment

2. **SUMMARY**

Pakistan would like to request for **inclusion** in COE Manual 2023, **provision for cost of Inland Claims of Air Movement COE major equipment** during deployment (transportation from TCC to mission country).

3. **BACKGROUND**

- a. Of late, a number of revisions in MOUs of various deployed units have been observed, where major changes have been made in MOUs of Rapid Deployment Battalion (MONUSCO), Infantry Battalion and Engineering Company (MINUSCA) and Level 3 Hospital (UNAMID) after issuance of revised SURs. Not only does the aforementioned reconfiguration entail deployment of additional equipment, but a lot of equipment has been annulled and is required to be repatriated as well.
- b. In addition to reconfigurations, a lot of COE is required to be repatriated upon closing/ permanent repatriation of any contingent.
- c. Delays in transportation due to a host of reasons (including border crossing hiccups, port clearances and other transit delays) result in eventual delay in operationalization of the equipment and deteriorated condition due to lack of maintenance. Moreover, prolonged transit entails that the equipment is not available to the TCC for reimbursement purposes, whereas the equipment is always committed/ provided at the date decided by UN.

4. **DETAILED PROPOSAL**

a. **Issue**

- (1) It is observed with grave concern, that in-transit COE (equipment/ vehicles) is stranded enroute and inordinate delays are imposed due to procedural hiccups. Presently, 12 x wheeled APCs enroute to Congo (as a result of MOU revision of Pakistani RDB) are stranded in Entebbe, Uganda in the open/ without proper storage facility, for the last 8 months. These wheeled APCs are to replace 12 x tracked APCs, with the latter to be repatriated after arrival of former in mission area. However, aside from bearing adverse effects of weather/ inattention, Pakistan has committed the additional 12 x wheeled APCs without any reimbursement since October 2018. Moreover, logistic support planning and further employment possibilities for the soon-to-repatriate tracked APCs are also being made uncertain entailing heavy financial implications.
- (2) Moreover, aforementioned scenario is also pertinent for repatriating COE which can become stuck up at any of the various countries through which the land route passes. Non-availability of timely port clearances may also cause unwarranted delays and further deterioration in condition. All this amounts to increased non-availability period, denying any meaningful disposal and/ or employment of the equipment for inland/ operational use.

b. **Proposed Course of Action.**

- (1) As a policy, UN to provide certificate to the TCC, prior to any COE move (deployment/ repatriation) that all critical documentation pertinent to sea/ road transportation, transit, border crossing, customs, port clearances etc have been obtained from all concerned governments/ authorities.
- (2) UN to provide cut-off date by which COE will reach destination (based on journey time). Necessary provision be included in COE Manual that in case the equipment fails to reach the intended/ agreed destination by the aforementioned cut-off date, UN shall be liable to provide

maintenance reimbursement of all major equipment to the TCC for the number of days exceeding the cut-off date, as per the applicable MOU.