



PHASED DEPLOYMENT OF T/PCC DUE TO EXIGENCIES (AT ADDITIONAL TRANSPORTATION COST)

Secretariate Issue Paper # 35

Issue Paper Theme: **Cross-Cutting**

BACKGROUND

The 2020 Contingent Owned Equipment (COE) Working Group considered the issue of delays in deployment of military and police units to and its impact on the mandate of the United Nations field missions. The Secretariat informed the Working Group that the Under-Secretary General of the Department of Operational Support has requested the Director Uniformed Capabilities Support Division (UCSD) to undertake a study into the issues affecting timelines of United Nations organized deployments of uniformed personnel and COE to field missions. The Working Group recommended the Secretariat to continue the study and present its findings at the 2023 COE Working Group¹.

That study was completed, and the findings and recommendations are contained in Secretariat issue paper #5: Study into delays in the deployment of T/PCCs – Deployment Timelines Project. One of the findings of that study was the UNHQ should consider the phased deployment of T/PCCs where operational need or exigencies exist, even if incurred at additional cost. The purpose of this paper is to propose the flexibility for UNHQ and field missions to conduct a phased deployment of both personnel and/or COE where the operational imperative exists for doing so.

PROPOSAL

A key issue identified in the Deployment Timelines Project (Secretariat issue paper #5) that caused delays in the deployment of T/PCC was the issue of waiting for the procurement of equipment required under the Statement of Unit Requirement (SUR) and agreed to in the Memorandum of Understanding (MOU). The delay in readiness of equipment could include, but not limited to, changes in operational requirements leading to revision in tasking and capabilities, non-availability of a type of unit at rapid deployment level of peacekeeping capabilities readiness system, etc. In many instances, the equipment in question was not critical to the functioning of the unit or could be mitigated by the field mission providing an alternative source until the delayed equipment arrived. Where there is an operational need for expediency for the deployment of a particular T/PCC unit, the UNHQ and field mission should retain the option of a phased deployment where the unit deploys in multiple phases as COE and personnel are ready to deploy. Such phased deployments are likely to incur additional costs to the UN. Any decision to deploy a unit in phases, therefore, should be based on extreme operational need, not be routine

¹ 2020 COE Working Group Report, page 14, paragraph 40. (b).



practice, and the decision of phased deployment should remain with UNHQ (under advice from the field mission receiving the unit). It is expected that such deployments will be limited to two phases.

Currently, Chapter 4 of the COE Manual is silent on whether a phased deployment can be considered. It is therefore proposed to include a paragraph in Chapter 4 that explicitly discusses when phased deployments should be considered, the authority to do so, and any limitations. This would then provide positive authority to the UNHQ Secretariat to authorize a phased deployment where the operational need exists.

PROPOSED MANUAL TEXT

It is proposed to insert a new paragraph into the Manual, Chapter 4, as follows:

8.bis Where there are delays to a T/PCC's ability to deploy due to equipment procurement, personnel training, or other reasons that only affect a part of the unit's ability to deploy, the United Nations may consider a phased deployment of the unit to meet the operational needs of the receiving field mission. Phased deployments will only be considered where the operational integrity of the unit can still be maintained (at a reduced level) and the reduced unit can carry out the mandated tasks considered critical for the success of the field mission, especially when it can save lives. The decision to authorize a phased deployment will remain with the United Nations Secretariat, on advice from the receiving field mission. Where the delay is caused by the procurement of equipment, personnel associated with the employment of that equipment should not be deployed until that equipment is available within the mission. Any delay to equipment deployment should not increase the operational risks to the personnel deploying.

FINANCIAL IMPLICATIONS

While there will be a financial implication resulting from a phased deployment of a T/PCC (due to additional transportation costs), the additional costs are dependent on the circumstances involved and the nature of the phased deployment. The decision to authorize a phased deployment by the UNHQ Secretariat will consider the additional cost and weigh that cost against the imperative to deploy in phases to meet operational need.

PREVIOUS HISTORY

This issue has not been previously considered by the COE Working Group. The issue of delays to T/PCC deployments, however, was previously considered by the 2020 COE Working Group who recommended a detailed study be conducted into delays in the force generation process and a report provided to 2023 COE Working Group for their considerations – recommendation 40.b. page 14 refers. The Study into the cause of delays identified the need to consider phased deployments as one means of improving the deployment process.