

THE UNITED STATES OF AMERICA

REQUIRING GLOBAL POSITIONING SYSTEM TELEMATICS IN CONTINGENT-OWNED VEHICLES

1. ISSUE PAPER THEME: Major Equipment

2. SUMMARY / BACKGROUND

This issue paper recommends additional provisions to the COE Manual to establish a requirement for Troop and Police Contributing Countries (T/PCCs) to install global positioning system (GPS) telematics in their contingent-owned vehicles. GPS installment would assist T/PCCs with navigation while in-mission and, if technically consistent with other operational requirements, sufficiently networked, and standardized across mission partners, GPS could provide additional operational benefits such as medical evacuation support. Coordinating operational requirements of peacekeeping missions and technical interoperability standards exceeds the scope of the COE Manual, and therefore are not addressed in this issue paper.

3. DETAILED PROPOSAL

T/PCC forces often operate in austere locations and frequently must move through congested and unfamiliar terrain. GPS-assisted vehicle navigation would assist foreign forces deployed to UN peacekeeping missions to navigate routes more precisely and efficiently, during daylight hours and at nighttime, improving safety and security of personnel, and simplifying ground movement to allow forces to devote more cognitive resources to maintaining greater situational awareness. Additionally, GPS receivers can be updated with real-time traffic, weather data, and road conditions, so that T/PCCs could divert around obstacles and reduce periods of vulnerability, offering additional force protection benefits. Furthermore, if technically consistent with other operational requirements, sufficiently networked, and standardized across mission partners, GPS could provide additional operational benefits such as medical evacuation support as well as assist with more efficient re-supply to forward operating bases.

This paper recommends insertion of a requirement to equip newly deployed vehicles with commercially available GPS in Chapter 3 of the COE Manual.

4. PROPOSED MANUAL TEXT

[Recommended additions or replacements have been noted in **bold underline**, while proposed deletions have been struck through]

Chapter 3, Annex A, paragraph 34

34. Commercial pattern vehicles are defined as those vehicles which are readily available from a commercial source. Effective 1 July 2011, all newly deployed commercial vehicles brought to new and existing missions must be equipped with standard seat belts. **Effective 1 July 2024, all deployed commercial vehicles brought to new and existing missions must be equipped with GPS receivers.** The cost will be borne by the troop/police contributor. Troop/police contributors are encouraged to install standard seat belts for already

deployed commercial vehicles. This option should not be mandatory and the costs will be borne by the country.

Chapter 3, Annex A, paragraph 35

- *Similar changes to above*

Chapter 3, Annex A, Appendix 2 (police vehicles)

- *Similar changes to above*

Chapter 3, Annex A, paragraph 40

40. A vehicle will be considered operationally unserviceable if it is unavailable for normal mission use for a period of time in excess of 24 hours. **A vehicle will be considered operationally unserviceable if it is not equipped with GPS receivers effective 1 July 2024.** A unit can hold limited operational stocks (up to 10 per cent of the authorized quantity) to allow for immediate replacement for vehicles lost or damaged beyond in-theatre repair capability.