



INTERNAL AUDIT DIVISION

REPORT 2014/071

Audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur

Overall results relating to the effective management of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur were initially assessed as partially satisfactory. Implementation of five important recommendations remains in progress

FINAL OVERALL RATING: PARTIALLY SATISFACTORY

31 July 2014
Assignment No. AP2013/634/10

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AUDIT REPORT

Audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur

I. BACKGROUND

1. The Office of Internal Oversight Services (OIOS) conducted an audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur (UNAMID).
2. In accordance with its mandate, OIOS provides assurance and advice on the adequacy and effectiveness of the United Nations internal control system, the primary objectives of which are to ensure (a) efficient and effective operations; (b) accurate financial and operational reporting; (c) safeguarding of assets; and (d) compliance with mandates, regulations and rules.
3. The UNAMID Transport Section was responsible for the regular service and maintenance of the Mission's ground transport fleet which included light, medium and heavy duty vehicles, and heavy engineering and material handling equipment.
4. The Transport Section was headed by the Chief Transport Officer at the P-5 level, who reported to the Director of Mission Support through the Chief of the Supply Chain Management Service. The Transport Section had an authorized staffing level of 396, comprising 57 international staff, 69 United Nations volunteers and 270 national staff. UNAMID also hired 167 individual contractors for the Transport Section. The budgets for the Transport Section in fiscal years 2011/12 and 2012/13 were \$24.4 million and \$16.1 million respectively. At the time of the audit, UNAMID had 2,935 light and medium duty vehicles valued at \$65.9 million and 802 heavy duty trucks, trailers and other equipment valued at \$81.9 million.
5. Comments provided by UNAMID are incorporated in italics.

II. OBJECTIVE AND SCOPE

6. The audit was conducted to assess the adequacy and effectiveness of governance, risk management and control processes in providing reasonable assurance regarding the **effective management of ground transport and heavy engineering equipment in UNAMID**.
7. The audit was included in the OIOS 2013 risk-based work plan due to the operational and financial risks related to ground transport and heavy engineering equipment of the Mission.
8. The key control tested for the audit was regulatory framework. For the purpose of this audit, OIOS defined the key control as one that provided reasonable assurance that policies and procedures: (a) exist to guide the management of ground transport and heavy engineering equipment; (b) are implemented consistently; and (c) ensure the reliability and integrity of financial and operational information.
9. The key control was assessed for the control objectives shown in Table 1.

10. OIOS conducted the audit from November 2013 to January 2014. The audit covered the period from 1 July 2011 to 30 September 2014.

11. OIOS conducted an activity-level risk assessment to identify and assess specific risk exposures, and to confirm the relevance of the selected key control in mitigating associated risks. Through interviews, analytical reviews and tests of controls, OIOS assessed the existence and adequacy of internal controls and conducted necessary tests to determine their effectiveness.

III. AUDIT RESULTS

12. The UNAMID governance, risk management and control processes examined were assessed as **partially satisfactory** in providing reasonable assurance regarding the **effective management of ground transport and heavy engineering equipment in UNAMID**. OIOS made seven recommendations to address the identified issues. UNAMID significantly reduced its light vehicle fleet and thus associated cost, clarified the scheduling period for preventive maintenance and improved availability of spare parts in sectors. However, UNAMID needed to: (a) redeploy or dispose of excess equipment that had not been used since it was procured; (b) implement adequate inventory management controls; (c) more expeditiously process vehicles pending write-off action; and (d) implement policies and procedures to improve traffic safety and reduce traffic accidents.

13. The initial overall rating was based on the assessment of the key control presented in Table 1 below. The final overall rating is **partially satisfactory** as implementation of five important recommendations remains in progress.

Table 1: Assessment of key control

Business objective	Key control	Control objectives			
		Efficient and effective operations	Accurate financial and operational reporting	Safeguarding of assets	Compliance with mandates, regulations and rules
Effective management of ground transport and heavy engineering equipment	Regulatory framework	Partially satisfactory	Partially satisfactory	Partially satisfactory	Partially satisfactory
FINAL RATING – PARTIALLY SATISFACTORY					

Regulatory framework

Recommendations of the Vehicle Establishment Committee had been effectively implemented

14. The Department of Field Support (DFS) Surface Transport Manual required the establishment of a Vehicle Establishment Committee, which had the sole authority at mission level for defining and proposing the vehicle establishment for each unit/section.

15. The UNAMID Vehicle Establishment Committee meeting of September 2013, taking into consideration operational requirements and low utilization of vehicles, recommended the withdrawal of 573 vehicles. UNAMID did not need these vehicles as staff accommodations and offices were co-located in consolidated camps. The Committee also recommended that with the withdrawal of these vehicles, shuttle services be introduced and bus stop shelters be constructed. By January 2014 shuttle services were

launched and construction of two bus stop shelters had started. Although delayed, UNAMID withdrew all 573 vehicles by April 2014. OIOS concluded that the Vehicle Establishment Committee had been functioning effectively, and the recommendations of the Committee resulted in a significant reduction in the UNAMID vehicle fleet and associated cost.

Vehicle lifts and other equipment procured had neither been installed nor used

16. The DFS Surface Transport Manual required workshops to be established and well-equipped to carry out routine maintenance and repairs of all types of vehicles in the mission.

17. Visits to four out of the five vehicle workshops located in sectors indicated that they had the necessary equipment. However, UNAMID had neither installed nor used 9 heavy duty vehicle lifts, 11 light duty vehicle lifts and other miscellaneous workshop equipment costing \$487,693 that had been delivered to the Mission in December 2010 and May 2011. This was because UNAMID had not constructed workshops required to support the installation of the equipment due to other engineering priorities. This situation resulted in delays in inspection and maintenance work as under-carriage access was difficult.

18. At the time of the audit, UNAMID was in the process of constructing a heavy duty workshop, and five vehicle lifts and other miscellaneous workshop equipment valued at \$161,083 would be subsequently installed. However, UNAMID had no plans to build additional workshops due to budget constraints. Consequently, 15 vehicle lifts and equipment valued at \$326,610 would remain unutilized.

(1) UNAMID should dispose of or redeploy unutilized vehicle lifts and other workshop equipment that are no longer needed.

UNAMID accepted recommendation 1 and stated that as no additional workshop facilities would be constructed, the Transport Section would reassess the vehicle lift requirement and declare the balance as surplus by the third quarter of 2014. Recommendation 1 remains open pending receipt of evidence that action has been taken to dispose/redeploy unutilized equipment.

There were cases of vehicles not undergoing scheduled preventive maintenance

19. At the time of the audit, the Transport Section's standard operating procedures required preventive maintenance of light and heavy duty vehicles every 2,500 kilometres. UNAMID implemented this standard, which was higher than the normal of every 5,000 kilometres, due to the rough terrain in the Mission area. UNAMID also implemented a requirement to inspect heavy engineering and material handling equipment every 125 hours of use to ensure that it was safe to operate.

20. Maintenance records of 244 out of the 1,000 light and heavy duty vehicles indicated that the Transport Section did not comply with its procedures to inspect vehicles after every 2,500 kilometres. UNAMID explained that due to the general underutilization of vehicles, the need for maintenance every 2,500 kilometres was subsequently assessed as not necessary. Therefore, UNAMID was planning to revert to the normal maintenance scheduling of every 5,000 kilometres. OIOS did not identify the lack of maintenance every 2,500 kilometres as an issue that impacted on the percentage of vehicles being off-road.

21. The Transport Section did not regularly inspect heavy engineering and material handling equipment every 125 hours. The Chief Transport Officer stated that periodic inspections were being done, but it was difficult to gain access to equipment for inspection as it was deployed to various sectors/sections, sometimes without the knowledge of the Transport Section. The non-adherence to prescribed maintenance and inspection schedule resulted in the Mission not being able to avert costly

damages to equipment. For example, the Engineering Section continued to use nine pieces of heavy duty equipment in Sector South even though the cutting blades/edges and bucket teeth were worn-out. This was only discovered when the equipment was brought into the workshop for other faults, resulting in costly damages to mounting assemblies.

(2) UNAMID should implement a mechanism to ensure that an adequate and cost effective preventive maintenance schedule is implemented and complied with for all types of vehicles and equipment.

UNAMID accepted recommendation 2 and stated that the standard operating procedure deviated from the established maintenance programme because of the existing road condition and terrain. UNAMID realized that with the low monthly mileage driven, this programme was not effective. Therefore, the Transport Section had reverted to its original maintenance schedules. Based on the action taken by UNAMID, recommendation 2 has been closed.

Planning for delivery of spare parts for vehicle and equipment handling equipment needed to improve

22. The DFS Surface Transport Manual and UNAMID transport standard operating procedures required that an adequate stock of vehicle spare parts for routine maintenance and repairs of vehicles be maintained. UNAMID was also required to maintain a limited reserve of essential/fast moving spare parts on hand to prevent disruption in case of delayed delivery of parts to ensure that vehicles were available 85 to 90 per cent of the time.

23. Physical stock versus historical monthly usage of spares parts at four out of five sector workshops and vehicle off-road reports indicated that UNAMID:

- Maintained adequate stock of fast moving spare parts, except for heavy duty tyres and batteries. As a result of the lack of these spares, seven heavy duty equipment pieces and two forklifts were not operational for an average of 130 and 97 days respectively; and
- As at 10 December 2013, 133 (or 32 per cent) out of 419 heavy duty vehicles and engineering and material handling equipment were off-road/non-functioning due to delays in the delivery of spare parts. These delays were caused by: (a) the lengthy customs clearance process at Port Sudan; and (b) the time taken to transfer them to sectors due to movement restrictions imposed by the Government of Sudan.

24. The non-availability of spare parts, particularly for engineering equipment, resulted in prolonged disruption of engineering works and projects. For instance, the Engineering Section could not undertake 11 planned projects for Sector West as essential equipment was awaiting repairs. Further analysis showed that 20 out of 28 (representing 71 per cent) and 20 out of 47 (representing 43 per cent) engineering equipment in Sector West and Sector South, respectively, were awaiting repair.

(3) UNAMID should implement a plan that takes into account the lead time required to procure and transfer to sectors essential spare parts for the repair and maintenance of vehicles and engineering equipment.

UNAMID accepted recommendation 3 and stated that between January and July 2014, the Transport Section had dispatched 20 sea containers of spare parts, batteries and tyres from the El Fasher main warehouse to support operations at sectors. Based on the action taken by UNAMID, recommendation 3 has been closed.

Warehousing facilities for the Transport Section needed improvement

25. UNAMID transport standard operating procedures required that: (a) warehouse facilities should be adequately secured; and (b) annual and periodic inventory checks were conducted.

26. UNAMID spare parts were stored in about 200 sea containers. This type of storage did not allow for easy and efficient retrieval of spare parts and periodic inventory checks. For example, transport staff often had to empty and repack spare parts in containers after retrieving them or conducting an inventory. The Transport Section had requested suitable warehouses to be constructed for spare parts; however UNAMID did not allocate resources to this due to other competing priorities. Nonetheless, to address this, UNAMID was planning to convert some large tents into more permanent warehouses beginning fiscal year 2014/15.

27. The lack of adequate warehousing facilities also resulted in spare parts not being properly safeguarded. For example: (a) containers with spare parts were located in yards that did not have adequate security, resulting in the theft of 731 spare parts valued at \$26,586 from one container; and (b) due to high temperatures in the containers, some spare parts especially those with rubber components were damaged. The Transport Section had not quantified the extent of the damages.

(4) UNAMID should implement adequate inventory management controls to safeguard and account for spare parts, including ensuring that spare parts are stored in secure warehouses.

UNAMID accepted recommendation 4 and stated that the handover of transport warehouses and spare parts stored in containers to the newly established Central Warehouse Section would address this issue. Also, the Security Section conducted a risk assessment in the spare parts storage area in an effort to improve its security. Recommendation 4 remains open pending receipt of evidence that there is adequate and suitable warehouse space for spare parts and that security measures have been enhanced.

The write-off process of vehicles needed improvement

28. The UNAMID transport standard operating procedures required the Chief Transport Officer to identify vehicles for write-off. After presentation to and approval by the Local Property Survey Board, UNAMID was required to dispose of vehicles either by selling them on an 'as is basis', by cannibalizing usable parts, by donating them or by treating them as scrap.

29. In January 2014, 313 vehicles were off-road pending write-off action for more than six months. UNAMID had initiated the assessment for the write-off of 92 of these vehicles, while 221 were still awaiting technical assessment before the write-off process could start. In addition to these 313 vehicles, UNAMID had 88 vehicles that had been written off but had not yet been handed over to the Property Disposal Unit for disposal. The Transport Section had cannibalized an unknown number of vehicles in Sector Central prior to Local Property Survey Board approval.

30. The delay in the write-off process and inadequate security measures in transport yards resulted in at least two incidents of thefts of various spare parts in Sector South from 27 vehicles. To mitigate further risk of theft, on 8 February 2014, the Director of Mission Support issued an instruction for the Local Property Survey Board to expedite the write-off of vehicles and to advertise the sale of vehicles on an 'as is basis'.

(5) UNAMID should implement procedures to ensure that vehicles taken off-road for write-off are expeditiously processed and subsequently disposed of.

UNAMID accepted recommendation 5 and stated that there were procedures for writing off vehicles and transport equipment, but delays were encountered due to the need to move items to be disposed of to Mission Headquarters, as the current scrap metal disposal contract only covered collection of scrap from Headquarters locations. Recommendation 5 remains open pending receipt of evidence that action has been taken on vehicles pending write-off process and disposal.

(6) UNAMID should implement adequate security measures in transport yards where vehicles to be written off are stored.

UNAMID accepted recommendation 6 and stated that the Security Section recently conducted a risk assessment in an effort to improve security in these areas. It was anticipated that most of the vehicles written off/awaiting write-off action should be disposed of shortly, resulting in fewer vehicles being in the holding area giving clearer visibility at all times in the yard thus increasing security. Recommendation 6 remains open pending receipt of evidence that enhanced security measures have been implemented to reduce theft of parts from vehicles in transport yards.

The Mission had not implemented effective traffic safety measures

31. The UNAMID Director of Mission Support through an administrative instruction dated 29 February 2012 established an Advisory Committee on Traffic Safety. The Committee was responsible for advising the Director on policies and procedures to be implemented to reduce traffic accidents and improve road safety awareness.

32. The Advisory Committee on Traffic Safety had not met since it was established in 2012 due to work commitments of the members of the Committee. The Transport Section, as part of efforts to instill traffic safety awareness to UNAMID drivers, conducted annual traffic safety awareness campaigns and since mid-2013 had launched periodic e-mail broadcasts on the matter. However, these measures were insufficient as UNAMID reported 1,098 accidents/incidents in fiscal year 2012/13, costing the Mission about \$370,000 for repairs.

(7) UNAMID should take steps to ensure that the Advisory Committee on Traffic Safety is functioning effectively or assign responsibility to another group/committee to ensure that the Mission develops and implements policies and procedures to reduce traffic accidents and associated repair costs.

UNAMID accepted recommendation 7 and stated that the Advisory Committee on Traffic Safety would be revitalized to advise on road safety policies. Recommendation 7 remains open pending receipt of evidence that additional measures have been implemented to reduce traffic accidents.

IV. ACKNOWLEDGEMENT

33. OIOS wishes to express its appreciation to the Management and staff of UNAMID for the assistance and cooperation extended to the auditors during this assignment.

(Signed) David Kanja
Assistant Secretary-General for Internal Oversight Services

STATUS OF AUDIT RECOMMENDATIONS

Audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur

Recom. no.	Recommendation	Critical ¹ / Important ²	C/ O ³	Actions needed to close recommendation	Implementation date ⁴
1	UNAMID should dispose of or redeploy unutilized vehicle lifts and other workshop equipment that are no longer needed.	Important	O	Receipt of evidence that action has been taken to dispose/redeploy unutilized equipment.	30 September 2014
2	UNAMID should implement a mechanism to ensure that an adequate and cost effective preventive maintenance schedule is implemented and complied with for all types of vehicles and equipment.	Important	C	Action taken.	Implemented
3	UNAMID should implement a plan that takes into account the lead time required to procure and transfer to sectors essential spare parts for the repair and maintenance of vehicles and engineering equipment.	Important	C	Action taken.	Implemented
4	UNAMID should implement adequate inventory management controls to safeguard and account for spare parts, including ensuring that spare parts are stored in secure warehouses.	Important	O	Receipt of evidence that there is adequate and suitable warehouse space for spare parts and that security measures have been enhanced.	1 January 2015
5	UNAMID should implement procedures to ensure that vehicles taken off-road for write-off are expeditiously processed and subsequently disposed of.	Important	O	Receipt of evidence that action has been taken on vehicles pending write-off process and disposal.	1 January 2015
6	UNAMID should implement adequate security measures in transport yards where vehicles to be written off are stored	Important	O	Receipt of evidence that enhanced security measures have been implemented to reduce theft of parts from vehicles in transport yards.	1 January 2015
7	UNAMID should take steps to ensure that the Advisory Committee on Traffic Safety is functioning effectively or assign responsibility to	Important	O	Receipt of evidence that additional measures have been implemented to reduce traffic accidents	1 October 2014

¹ Critical recommendations address significant and/or pervasive deficiencies or weaknesses in governance, risk management or internal control processes, such that reasonable assurance cannot be provided regarding the achievement of control and/or business objectives under review.

² Important recommendations address important deficiencies or weaknesses in governance, risk management or internal control processes, such that reasonable assurance may be at risk regarding the achievement of control and/or business objectives under review.

³ C = closed, O = open

⁴ Date provided by UNAMID in response to recommendations

STATUS OF AUDIT RECOMMENDATIONS

Audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur

Recom. no.	Recommendation	Critical ¹ / Important ²	C/ O ³	Actions needed to close recommendation	Implementation date ⁴
	another group/committee to ensure that the Missions develop and implement policies and procedures to reduce traffic accidents and associated repair costs.				

APPENDIX I

Management Response

AFRICAN UNION
الاتحاد الأفريقي



UNAMID



UNITED NATIONS
الأمم المتحدة

African Union – United Nations Hybrid Operation in Darfur

Office of the Joint Special Representative

22 July 2014

To: Ms. Eleanor T. Burns
Chief, Peacekeeping Audit Service
Internal Audit Division, OIOS

From: Mohamed Ibn Chambas
Special Joint Representative
UNAMID

Subject: Draft Report on an audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur (Assignment No. AP2013/634/10)

1. With reference to your memorandum of 13 July 2014, on the captioned-subject matter, please find attached UNAMID's response (Appendix I) to the draft report for your consideration and records.

Thank you.

cc: Mr. Abiodun Bashua, Deputy Joint Special Representative (Principal) a.i., UNAMID
Mr. Milan Trojanović, Director of Mission Support, UNAMID
Mr. Maqbool Mohammad, Chief, Supply Chain Management Service, UNAMID
Mr. Baboucarr Njie, Chief Transport Officer, UNAMID
Mr. Prances Sooja, Chief, Resident Auditor, OIOS/UNAMID
Mr. Velayutham Gopal, Audit Focal Point, UNAMID
Ms. Cynthia Avena-Castillo, Professional Practices Section, Internal Audit Division, OIOS

22/7/14

Management Response

Audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur

Rec. no.	Recommendation	Critical ¹ / Important ²	Accepted? (Yes/No)	Title of responsible individual	Implementation date	Client comments
1	UNAMID should dispose of or redeploy unutilized vehicle lifts and other workshop equipment that are no longer needed.	Important	Yes	Chief Transport Officer (CTO)	30/09/2014	Apart from the Transport workshops which are presently under construction, no additional new workshop facilities may be constructed. In view of this development, transport section will reassess the vehicle lift requirement and declare any vehicle lifts in excess to our requirement as surplus. These would be offered to other missions.
2	UNAMID should implement a mechanism to ensure that an adequate and cost effective preventive maintenance schedule is implemented and complied with for all types of vehicles and equipment.	Important	Yes	Chief Transport Officer (CTO)	01/03/2014	In general UNAMID has an effective maintenance schedule however due to poor road conditions in the mission, transport section had decided to reduce the number of kilometer /number of months between service intervals for all vehicles. It was then observed over a period of time that the numbers of kilometers driven by many vehicles were very low because of security situation and the threat and frequency of carjacking, therefore transport section has reverted to the previously proven preventive maintenance service intervals for all types of vehicles.
3	UNAMID should implement a plan that takes into account the lead time required to procure and transfer to sectors essential spare parts for the repair and maintenance	Important	Yes	Chief Transport Officer (CTO)	01/07/2014	Although the transport section raised the necessary requisitions on a timely manner, other delaying factors resulted in shipments of spare parts

¹ Critical recommendations address significant and/or pervasive deficiencies or weaknesses in governance, risk management or internal control processes, such that reasonable assurance cannot be provided regarding the achievement of control and/or business objectives under review.

² Important recommendations address important deficiencies or weaknesses in governance, risk management or internal control processes, such that reasonable assurance may be at risk regarding the achievement of control and/or business objectives under review.

Management Response

Audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur

Rec. no.	Recommendation	Critical ¹ / Important ²	Accepted? (Yes/No)	Title of responsible individual	Implementation date	Client comments
	of vehicles and engineering equipment.					<p>arriving in the mission area in excess of one year from the date of raising these requisitions. The shipment of spare parts to the sectors depends on: Availability of required spare parts in stock, Delay in receiving ordered spare parts and delay in movement of spare parts to the required locations as a result of having to get National Security clearance to ship vehicle spare parts from one sector to another. The number of days required to obtain these clearances varies depending on the type of spare parts and quantity being shipped. Also the local security situation sometimes causes delay in movement of road convoys. All these factors contribute to the delay in the delivery of spare parts thus increasing the Vehicle off Road time.</p> <p>Between Jan – July 14, Transport Section dispatched a total quantity of 20 X 20ft feet ISO container of stock deliveries i.e., spare parts, batteries and tires from El Fasher main Warehouse to support field operations. El Geneina- qty-7, Nyala-qty 8, Zalingei-qty 4 and El Daein qty 01.</p> <p>Plans have already been implemented to effectively support the Sectors with adequate spare parts from stock.</p>

Management Response

Audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur

Rec. no.	Recommendation	Critical ¹ / Important ²	Accepted? (Yes/No)	Title of responsible individual	Implementation date	Client comments
4	UNAMID should implement adequate inventory management controls to safeguard and account for spare parts, including ensuring that spare parts are stored in secure warehouses.	Important	YES	Chief Transport Officer (CTO)	01/01/2015	With the formation of the Central Warehouse Section (CWS), and the formal hand over of Transport warehouses and spare part storage in ISO containers on 03 July 2014 to the Central Warehouse Section, Transport section is working closely with the Central Warehouse Section to have this issue address with the intention that additional warehouse storage facilities can be found to address this issue expeditiously. This will improve delivery of spare parts to the sectors as well as delivery of spare parts to the workshops. Recently Security Section has conducted a risk assessment in the spare parts storage area in an effort to improve its security.
5	UNAMID should implement procedures to ensure that vehicles taken off-road for write-off are expeditiously processed and subsequently disposed of.	Important	Yes	Chief Transport Officer (CTO)	01/01/2015	There are already procedures in place for write-off of vehicles and transport equipment. However, prior to the inclusion or Ex-Amis vehicles into the Galileo system, the write off and disposal of all donated vehicles were delayed pending inclusions in Galileo. Now that this has been completed, write-off of vehicles is being done on a timely manner. However, the write off vehicles located at team sites are delayed because they have to be moved to the sector HQ location for write off and disposal since the current scrap metal disposal contract only covers the

Management Response

Audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur

Rec. no.	Recommendation	Critical ¹ / Important ²	Accepted? (Yes/No)	Title of responsible individual	Implementation date	Client comments
						<p>collection of scrap at the Sector HQ locations only. The movements of these vehicles for write off from the Team Site location is only done on a space availability basis on UNAMID cargo vehicles. This is not given priority when other more important cargo movement has priority. Currently there are 561 written off vehicles awaiting disposal action and an additional 202 vehicles awaiting completion of write off action by the Local Property Survey Board (LPSB).</p> <p>It should be noted that the vehicle write off and disposal process involves the following Sections: Claims and Local Property Survey Board (LPSB), Property Disposal Unit, Procurement and Transport Sections.</p>
6	UNAMID should implement adequate security measures in transport yards where vehicles to be written off are stored.	Important	Yes	Chief Transport Officer (CTO)	01/01/2015	Several requests were submitted to Security Section and Engineering Sections to review and improve the security of the various transport compounds. New perimeter fences, razor wire and security lights have been installed, however break-in and theft continue to occur. Transport section continues to follow-up with Security Section on the improvement of security at these compounds. A risk assessment was recently conducted by Security section in an effort to improve security in these

Management Response

Audit of ground transport and heavy engineering equipment in the African Union-United Nations Hybrid Operation in Darfur

Rec. no.	Recommendation	Critical ¹ / Important ²	Accepted? (Yes/No)	Title of responsible individual	Implementation date	Client comments
						areas . It is anticipated that most of the vehicles written off/awaiting write off action should be disposed shortly, resulting in less vehicle being in the holding area giving a clearer visibility at all times in the yard thus increasing security.
7	UNAMID should take steps to ensure that the Advisory Committee on Traffic Safety is functioning effectively or assign responsibility to another group/committee to ensure that the Missions develop and implement policies and procedures to reduce traffic accidents and associated repair costs.	Important	Yes	Chief Transport Officer (CTO)	01/10/2014	Policies and procedures regarding road and traffic safety already exist. Reference document Administrative Instructions 2009/028 and 2013/009 dated 15/10/2009 and 25/06/2013 respectively (copies attached) on the management and operations of UNAMID vehicles. UNAMID military police (MPs) are also regularly monitoring traffic safety. Broadcasts are being sent regularly across the mission to increase road safety awareness. Transport section also regularly monitors road safety violations and administrative sanctions are taken against offenders. On a regular basis the mission has a comprehensive annual road safety campaign. However The Advisory Committee on Traffic Safety will be revitalized to advised on road safety policies.