



 **UNOPS**

**Ministry of Foreign
Affairs - Italy**

**Support to Tunisia's border
control and management of
migration flows**

December 2020



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1 ABBREVIATIONS

UNOPS

United Nations Office for Project Services

MFA

Italian Ministry of Foreign Affairs

Mol

Tunisian Ministry of Interior



2 OVERVIEW

Title	Support to Tunisia's border control and management of migration flows
Partner	Ministry of Foreign Affairs, Italy
Beneficiary	Ministry of Interior, Tunisia Tunisian Authorities
Objectives	<p><u>General Objective</u></p> <p>The Tunisian Authorities are supported through the procurement of equipment, supplies and maintenance contracts of six vessels of their maritime patrol fleet.</p> <p><u>Specific Objectives</u></p> <p>Provide maintenance services for six (06) fast patrol boats over a period of two (02) years in support of the Tunisian Maritime National Guard, covering:</p> <ul style="list-style-type: none">- Ordinary maintenance (predictive)- Extraordinary maintenance (corrective)- Spare parts for six vessels- <p>Procure and supply equipment needed by the Tunisian Authorities to a maximum value of €2,458,268.46.</p> <p><u>Expected Results</u></p> <ul style="list-style-type: none">- Maintenance contracts for six fast patrol vessels are procured for two years.- The Tunisian Authorities' needs for equipment and supplies are fulfilled.
Location	Tunisia
Duration	33 months



3 CONTEXT

Tunisia and Italy are separated by a thin stretch of the Mediterranean sea which, with distances as low as 141nm between ports. Over the years, this sea route has been used by people traffickers in carrying out the perilous transportation of illegal migrants. The Mediterranean sea remains the deadliest migrant route, accounting for approximately 11,500 deaths from shipwrecks between 2016 and 2019.

The Tunisian authorities and their international partners, including Italy, have made a lot of efforts to prevent and reduce the activities of reckless traffickers and to save the lives of vulnerable people undertaking these dangerous journeys. Some levels of success have been witnessed over the years with a steady drop in both the number of people attempting to cross the Mediterranean illegally and the number of casualties, thanks to the patrol activities that have been deterring traffickers and rescuing the victims. Despite these achievements, the efforts of the Tunisian Authorities to combat illegal migration is still mired by the lack of some necessary equipment.



The Italian Government has previously supported the Tunisian Authorities' fleet of patrol boats in their sea border surveillance. In order to maintain the fleet in full operational status, there is a need for long-term maintenance contracts to cover predictive and corrective maintenance, in addition to the supply of spare parts and other equipment.

In this context and in order to support the Tunisian Authorities in the continued management of migration flows, UNOPS, with funding from the Italian Ministry of Foreign Affairs, will implement the current project aimed at provisioning the Tunisian Authorities with the necessary equipment and supplies, in addition to maintaining six (06) of their fast patrol boats over a two-year period.

4 OBJECTIVES

General Objective

The Tunisian Authorities are supported through the procurement of equipment, supplies and

maintenance contracts of six vessels of their fast patrol fleet.

Specific Objectives

Provide maintenance services for six fast patrol boats over a period of 2 years in support of the Tunisian Maritime National Guard, covering:

- Ordinary maintenance (predictive)
- Extraordinary maintenance (corrective)
- Spare parts for six vessels

Procure and supply equipment needed by the Tunisian Authorities.

Activities

Procurement of maintenance contracts for two years for six patrol boats of the Tunisian Maritime National Guard, covering:

- Ordinary maintenance (predictive): One lot
- Extraordinary maintenance (corrective): One lot
- Spare parts supply (una tantum): one lot

Procurement of equipment and supplies specified by the Tunisian Authorities according to their needs, to a maximum value of €2,458,268.46. The procurement of equipment and supplies will be done in 2 lots, each for approximately half of the total value of €2,458,268.46.

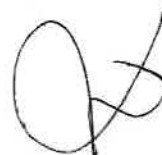
5 SCHEDULE OF ACTIVITIES

The total duration of the project will be 33 months, tentatively from December 2020 to August 2023. This duration includes an initial including an initial 3-month phase for definition of needs, 4 months of procurement processes, a 24-month contract for the maintenance of 6 vessels and 2 months for operational closure of the project activities.

The schedule of activities is detailed in the table below.

Phase I (Definition of Needs) is the keystone of the project implementation. Whereas the MFA (donor) is responsible for coordinating with the Tunisian Ministry of Interior (beneficiary) to determine their exact needs within the context of this project, MFA shall provide UNOPS with these detailed needs, within the timeframe of Phase I detailed below, for both maintenance contracts and procurement of equipment.

UNOPS shall not proceed with the procurement process before receiving the validated bill of quantities from the MFA. Any delays from MFA in submitting the bill of quantities and technical specifications of



the goods beyond the defined time frames of Phase A.I and Phase B.I will necessitate an inevitable project extension of the same delay period.

In addition, the initiation of each phase of the project as per the schedule of activities below will be subject to prior authorization by the MFA.

Solicitation and contracting of suppliers shall not be initiated before the transfer of funds from the MFA to UNOPS.

			M1	M2	N3	M4	M5	M6	M7	M8	M9	M10	M11-M29	M30	M31	M32	M33	
		ACTIVITIES: Procurement of equipment, supplies and maintenance contracts																
		Signature of agreement and disbursement of Funds																
A. Maintenance contracts of 6 patrol boats	Phase A.I	Definition of needs																
	Phase A.II	Solicitation, evaluation and awards																
		Signature of contracts																
	Phase A.III	Maintenance services																
	Phase A.IV	Contract management																
B. Procurement of equipment and supplies	Phase B.I	Definition of needs																
	Phase B.II	Solicitation, evaluation and awards																
		Signature of contracts																
	Phase B.III	Delivery of equipment and supplies																
	Phase B.IV	Contract management																
		Closure																

6 SCOPE OF SERVICES

A. Procurement of maintenance contracts for patrol boats

The below description details the required maintenance services (as received from MFA).

The below needs may be further developed in terms of items, quantities and technical specifications and agreed upon between UNOPS and the donor prior to launching the procurement process, during the "Definition of Needs" phase (Phase A.I).

The total value of the maintenance contracts to be purchased shall not exceed USD 4,632,000 equivalent to EUR 3,941,832 as indicated in the project budget / section 10 of this proposal.

The maintenance services shall include:

A. ORDINARY MAINTENANCE (PREDICTIVE)

1. Hull and upper structure maintenance:

- 1.1. Hull clearing and painting:
 - 1.1.1.1. Haulage (hauling and launch);
 - 1.1.1.2. Bottom maintenance (pressure washer cleaning, scraping where necessary, trim adjustment system cleaning, waterjets cleaning, scratching and application of n.2 cycles of antifouling paint);
 - 1.1.1.3. Topside maintenance (pressure washer cleaning, sandpaper smoothing, new white paint application, logos, signs and special drawings renewal);
 - 1.1.1.4. Main sea water intakes, outboard exhaust, scuppers, main and secondary valves maintenance (for new components supply, refer to extraordinary maintenance - corrective);
 - 1.1.1.5. Hull galvanic protection replacement (anodes);
 - 1.1.1.6. Waterjets galvanic protection replacement (anodes);
 - 1.1.1.7. Machineries galvanic protection replacement (anodes);
 - 1.1.1.8. Stern platform visual inspection for damages;
- 1.2. Decking surfaces maintenance, scraping and picking of the existing anti-slip paint where damaged, base treatment, new anti-slip painting on:
 - 1.2.1.1. Main deck;
 - 1.2.1.2. Secondary deck;
 - 1.2.1.3. Fly bridge;
 - 1.2.1.4. All other decking surfaces;
- 1.3. Upper structure maintenance, white painting cleaning, smoothing and painting renewal where necessary (including roll bar, mast, stern air inlet duct, etc.), black painting (wheelhouse windows band) cleaning, smoothing and painting renewal where necessary;
- 1.4. Doors and hatches maintenance, pistons check and maintenance (replacement if damaged), tightening maintenance and tuning, neoprene gasket replacement if necessary;

2. Check and maintenance (if possible) of all the deck equipment and machineries (for new components supply, refer to extraordinary maintenance - corrective):

- 2.1. Stern hydraulic service crane with related hydraulic and electric plant;
- 2.2. RHIB and equipment (outboard engine, battery, electronic devices, check for integrity of cover, tie down and lifting bands, fastening accessories, anchor points);
- 2.3. Winches and controllers;
- 2.4. Bollards;
- 2.5. Fairleads;
- 2.6. Scuppers;
- 2.7. Handrails and stanchions;
- 2.8. Awning stays;
- 2.9. Windlass, chain and anchor;



- 2.10. Life rafts (revision), snap and hydrostatic hooks;
 - 2.11. Main deck inlets, vents, valves and accessories;
 - 2.12. Flybridge stainless steel awning pipes and cover;
 - 2.13. Flybridge console lid, gasket and supporting brackets;
 - 2.14. Flybridge seats;
 - 2.15. Wipers and washers system;
 - 2.16. Antennas brackets and accessories;
- 3. Inspection and OEM planned maintenance of all the machineries and plants depending on running hour advancement (OEM spare parts lists are included; for other damaged components replacement, refer to extraordinary maintenance - corrective). In details, for each of the n.6 vessels:**
- 3.1. N.2 main engines MTU 16V4000M93, heat exchangers, turbines, hydraulic, electric and electronic plants, exhaust system and silencers integrity inspection and check, exercise liquid top up – type of maintenance: mechanic, electric, electronic;
 - 3.2. N.2 gearboxes ZF 9000 – type of maintenance: mechanic;
 - 3.3. N.2 waterjets Kongsberg (previously Rolls Royce) KAMEWA 63 S3, and related plants – type of maintenance: mechanic, electric, electronic;
 - 3.4. N.2 main and n.1 auxiliary diesel electric generators Kohler – type of maintenance: mechanic, electric;
 - 3.5. trim adjustment system (flaps), servo motors and control panels efficiency inspection and check;
 - 3.6. Fuel plant: - type of maintenance: mechanic, electric, hydraulic, cleaning, sanitizing;
 - 3.6.1.1. Fuel tank;
 - 3.6.1.2. Valves;
 - 3.6.1.3. Fuel purifiers;
 - 3.6.1.4. Fuel transfer pumps;
 - 3.6.1.5. Level sensors;
 - 3.7. Fire fighting system: - type of maintenance: mechanic, electric, hydraulic, sensors
 - 3.7.1.1. Electric and portable pumps;
 - 3.7.1.2. Fire fighting stations;
 - 3.7.1.3. Smoke detectors;
 - 3.8. CO2 fire fighting - type of maintenance: periodic check and certificate revision, sensors, control and monitoring system reprogramming;
 - 3.9. Portable extinguishers - type of maintenance: periodic check and certificate revision;
 - 3.10. Bilge exhaust system with submersible electric pump, suction strainers, outlet duct - type of maintenance: mechanic, electric, hydraulic, sensors;



- 3.11. Sewage, grey water and waste treatment plants: - type of maintenance: mechanic, hydraulic, sensors;
 - 3.11.1.1. Sewage collection system;
 - 3.11.1.2. Central and peripheral WC vacuum system;
 - 3.11.1.3. Bilge separator system (purifier);
 - 3.11.1.4. Solid waste treatment (shredder);
 - 3.12. Freshwater plant: - type of maintenance: mechanic, hydraulic, sensors, disinfection;
 - 3.12.1.1. Storage and distribution system (lavender water tanks, electric and manual pumps, electric boilers, mixers);
 - 3.12.1.2. Autoclave pumps check;
 - 3.12.1.3. Autoclave pressure switch check;
 - 3.12.1.4. UV sterilizer lamp replacement;
 - 3.12.1.5. Distillation plant (reverse osmosis desalinators, filters and membrane integrity checks);
 - 3.13. Suction and ventilation system efficiency check, in all technical rooms, including fore and aft lockers, damper efficiency check (electromechanical shutters) - type of maintenance: mechanical, cleaning, sensors, alarm reset;
 - 3.14. Air conditioning system: – type of maintenance: specific, cleaning and disinfection, top up;
 - 3.14.1.1. Chiller integrity check;
 - 3.14.1.2. Sea water chiller condenser check;
 - 3.14.1.3. Sea water pumps check;
 - 3.14.1.4. Fan coils refrigeration water pump check;
 - 3.14.1.5. electrical panel switches and contactors check;
 - 3.14.1.6. Fan coils thermostats and regulators check;
 - 3.14.1.7. Fan coils and filters cleaning;
 - 3.14.1.8. Air Treatment Unit (UTA) contactors check;
 - 3.14.1.9. Fan coils integrity and efficiency check;
 - 3.14.1.10. Air Treatment Unit (UTA) integrity and efficiency check;
 - 3.14.1.11. Control panel and boards check;
 - 3.14.1.12. Fan coils refrigeration top up;
 - 3.15. Galley refrigerators integrity and efficiency check, refrigerant top up;
- 4. On board electronic devices efficiency, integrity and configuration check:**
- 4.1. Navigation devices, wheelhouse and fly bridge - check;
 - 4.2. Communication devices, wheelhouse and fly bridge - check;
 - 4.3. Wheelhouse and fly bridge consoles electric panels, indicators and lights - global check;
 - 4.4. Closed Circuit Television system (CCTV) - internal and external cameras) - efficiency check;
 - 4.5. Gyro-stabilised night vision (IR camera) - efficiency test and tuning;
 - 4.6. Almariva Command & Control system - software update and licenses renewal;
 - 4.7. Electronic nautical charts - update;

- 4.8. THURAYA satellite communication system new license purchase;
 - 4.9. On board systems platform control and monitoring system - efficiency and configuration check;
 - 4.10. Fly bridge displays, navigation and communication devices - check for degradation due to exposure to atmospheric agents;
 - 4.11. All antennas waterproof integrity and efficiency check;
 - 4.12. LCD monitors, Uninterruptible Power Supply (UPS), accessories - efficiency check;
- 5. Wheelhouse, fly bridge and portable (wired) ship steering and waterjet control systems - efficiency check and tuning (if required)**
- 6. Lighting and electric switches efficiency check:**
- 6.1. Remote controlled searchlights;
 - 6.2. Navigation and signalling lights (replacement if not working);
 - 6.3. Service and emergency lights, internal and external (replacement if not working);
 - 6.4. Auxiliary emergency lights (flashing Police lights);
 - 6.5. Main and secondary batteries and related chargers efficiency and integrity check (RT, starters, firefighting, services, emergency, main engines), charge controllers, shore connection, on-board electrical system;
- B. EXTRAORDINARY MAINTENANCE (CORRECTIVE)**
- 7. Repair intervention and fixing activities for unexpected failures and/or damages (until the yearly expendable threshold is reached), if requested by the end user or in case of necessity, including:**
- 7.1. Replacement of unexpectedly broken / damaged components;
 - 7.2. Overhaul (on site or in Italy) of components, machineries, systems resulting inefficient due to unexpected damage or failure, and other extraordinary highly specialised activities commonly not required;
 - 7.3. Unpredicted travel abroad of specialized personnel from the company and/or the original elements manufacturers (OEM) of specific machinery, equipment, devices for inspections, interventions, component repair / replacement;
 - 7.4. Unpredicted international deliveries of goods, spare parts and machineries and related custom duties;
 - 7.5. Unpredicted abroad travel and flight expenses;
 - 7.6. On-site intervention everywhere in Tunisia in case of ship critical failure.

C. SPARE PARTS



8. Restoration of security and on-board equipment that may be missing, expired, damaged and / or inefficient;

9. Maintenance of cabin and service rooms, including (exemplificative, non-exhaustive list):

- 9.1. Repair and replacement of the cabins and corridors floor where necessary;
- 9.2. Repair and replacement of cabins and service rooms floor, furniture and bathroom complements and accessories where necessary;
- 9.3. Restoration of cabin wall finishing panels, seats, lockers, ceilings, doors and relative locks where necessary;
- 9.4. Restoration of galley equipment (refrigerators, oven, cooking plates, extractor hood, furniture, etc.);

10. Big spare parts and components supply for Garde Nationale warehouse – n.1 set in common for n.6 naval units (exemplificative, non-exhaustive list):

- 10.1. Hull anodes complete shipset kits;
- 10.2. Waterjet anodes complete shipset kits;
- 10.3. Waterjet electronic and mechanical spare parts and components (encoders, lever units, steering wheels, hydraulic control units, pistons, seals, PTO pumps, impellers, turbines, etc.);
- 10.4. Electric driven and manual pumps and spare parts;
- 10.5. Servo controlled and manual valves and spare parts;
- 10.6. Sensors and levels;
- 10.7. Vacuum system spare parts and components;
- 10.8. Trim adjustment system spare parts and components;
- 10.9. Intercom spare parts and components;
- 10.10. Spare remote controlled searchlights and related spare parts;
- 10.11. Wipers and washers system spare parts and components, including water pumps;
- 10.12. Fresh water spare parts and components including spare boilers;
- 10.13. Bilge system spare parts and components;
- 10.14. MTU Main Engines spare parts and components, including complete spare heat exchangers and alternators;
- 10.15. Filters (NFV, air, oil, fuel), pre-filter, cartridges;
- 10.16. Electrical spares (fuses kit, bulbs & tubes, UPS, cables, plugs, shore connection complete cables and spare parts, etc.);
- 10.17. Complete tools cases;

- 10.18. OR gasket, screws, bolts & nuts spare kits;
- 10.19. Oils and operating fluids (engine oils, refrigerants, lubricants);
- 10.20. Electric generators spare parts and components (electronic control units, pumps, injectors, bearings, electronic boards, alternators, pressure gauges, etc.);
- 10.21. Spare complete shipset batteries and chargers (12V and 24V);
- 10.22. Spare day binoculars and portable night visions;
- 10.23. Portable waterproof flashlights;
- 10.24. Spare portable fenders;
- 10.25. Spare mooring ropes;
- 10.26. Spare complete stainless steel fireboxes and security glasses;
- 10.27. Complete spare UNI45 equipment (fire boxes, hoses and accessories);
- 10.28. Diving complete suits, gear and accessories;
- 10.29. Firefighting complete suits, gear and accessories;
- 10.30. Rescued people room spare seats;
- 10.31. Fly bridge spare seats;
- 10.32. Wheelhouse spare seats and armrests;
- 10.33. Spare anchors, chains, windlasses and accessories;
- 10.34. Spare security equipment (lifebelts, life rafts, life buoys, etc.);
- 10.35. Spare marine & naval equipment.

B. Procurement of diverse equipment and supplies

The equipment and supplies needs were not provided by the Tunisian Ministry of Interior and will be developed during the "Definition of Needs" phase (Phase B.I) as detailed in the schedule of activities above.

UNOPS shall not proceed with the procurement process before receiving the final detailed bill of quantities and technical specification, agreed upon between UNOPS, the donor and the beneficiary.

The total value of the equipment procurement contracts shall not exceed USD 2,888,682.1 equivalent to EUR 2,458,268.46 as indicated in the project budget / section 10 of this proposal.



7 SERVICES

Management of the procurement of equipment, supplies and maintenance contracts

The role of UNOPS on this project is to:

- Request the availability of services from suppliers;
- Lead the procurement process; including solicitation, evaluation and awards;
- Sign contracts;
- Manage logistics and deliveries;
- Manage contracts with suppliers.

UNOPS shall not proceed with the procurement process before receiving the detailed needs (bill of quantities and technical specifications) from the MFA, being the party responsible for liaison and communication with the beneficiaries (Ministry of Interior).

In addition, each phase of the procurement will require prior authorization from the donor before initialization.

UNOPS shall not proceed with the procurement process before the initial disbursement of funds has been received in UNOPS' accounts.

Procurement process

The objective of the UNOPS procurement process is to ensure that the best total value is obtained when purchasing goods and services, while supporting the operations and missions of UNOPS. Four (4) guiding principles underpin the UNOPS procurement process, ensuring value for money and impartial and fair treatment of suppliers.

These are:

- Best value for money
- Fairness, integrity and transparency
- Effective competition
- Best interest of UNOPS and its partners

The submitted offers will be evaluated prior to awarding by an evaluation committee comprising UNOPS and the donor.

8 PROJECT GOVERNANCE

This project will be implemented in partnership with the Italian Ministry of Foreign Affairs. The governance structure will include:

- **Directing role - Project Management Board**

Representing the main stakeholders and defining the project. It will be the main decision-making body for the project. The Project Management Board will mainly be composed of UNOPS as the implementing agency and the Board Executive and the Italian Ministry of Foreign Affairs / the Italian Embassy in Tunis as the donor.

- **Management role - Project Manager**

Following up on the implementation of the project with the support of a project team and other support functions such as the project management office, ensuring quality assurance and monitoring. The Project Manager is responsible for implementing the project within the agreed scope, budget and time, as well as providing agreed quality specifications.

- **Delivery role - The UNOPS procurement team and suppliers**

Delivering the work packages assigned to them by the project manager.

The distribution of tasks and responsibilities will be as follows:

Activity	UNOPS	MFA	Mol
Procurement of maintenance contracts	X		
Overall Project Funding		X	
Communication and liaison with the beneficiary (Mol)	X	X	X
Recruitment of project team and technical experts	X		
Needs assessment study		X	
Definition of bill of quantities and technical specifications		X	
Approval of technical specifications		X	
Solicitation, evaluation, award and signature of contracts with suppliers	X		
Logistics, delivery and asset handover	X		
Contracts management	X		
Receipt and acceptance of goods			X
Project closure and final report	X		



Reporting schedule:

Reporting Framework	Content	Schedule
Interim Narrative Reports	Description of the implementation of project activities and results obtained	Every 6 months (within 30 days from end of 6 months period)
Final Narrative Report	Description of the implementation of project activities and results obtained	Within 30 days of the end of implementation date
Final Financial Report	Project Expenditure Report	Within six months of the end date of implementation

9 RISK MATRIX

Risk	Probability	Impact	Response Type	Mitigation Measure
1 Risk of modifications in the scope as the project is to be implemented on boats that are in use and their needs may change.	Low to Medium	Low	Reduce	1) Close monitoring to forecast/promptly identify changes. 2) An initial phase to further define the needs and specifications has been included in the implementation schedule.
2 Reputational risk for UNOPS taking into consideration the national guard's function of border control, including the sensitive area of illegal migration and the handling of potential refugees.	Low to Medium	Medium	Reduce	1) Carry out a risk assessment to ensure that the Tunisian Authorities do not have the tendency of violating international migration and human rights statutes, and put in place mitigation measures. 2) Clearly define the project activities and UNOPS' role in the project to ensure that UNOPS does not get involved in any activities that may pose additional reputational risks. 3) Include risk increment fees.
3 Risk of delay in receipt of equipment and supplies needs from the Ministry of Interior, resulting in a delay in the launch of procurement process	Medium to High	Medium	Reduce	1) Close coordination and follow up with the beneficiary to ensure timely submission of the BoQs/Technical specifications. 2) An initial phase to further define the needs and specifications has



				been included in the implementation schedule.	
4	<p>Exchange rate risk - The project budget has been prepared based on the Euro value of 1 November 2020. Considering the volatility of exchange rates due to the COVID-19 crisis, the project risks running into FX loss/gain situations as contributions will be received in Euros and supplier contracts could be in other currencies (USD or TND).</p>	Medium to High	Low	Reduce	<p>1) A 6% contingency will be included in procurement contracts to cover exchange rate fluctuations where necessary.</p> <p>2) Closely monitor exchange rate fluctuation to promptly absorb losses/ gains.</p> <p>3) All financial accounts and statements shall be expressed in USD. Any net exchange gains and net exchange losses will be treated as either income or expenditure and accordingly will be added to or deducted from the Funds available for the Project. This is equally addressed by a clause in the legal agreement.</p>
5	<p>Client's buy-in - Risk of low buy-in from the beneficiary. The project conceptualisation has been done between the donor and the beneficiary and UNOPS does not know yet the level of buy-in from the beneficiary.</p>	Low to Medium	Medium	Reduce	<p>1) Convene pre-engagement tripartite coordination meetings to ensure that there is full buy-in and ownership by the beneficiary.</p> <p>2) The project governance will include a project board composed of the donor, beneficiary and UNOPS to ensure close coordination and ownership.</p>
6	<p>Risk of delays in accessing the project sites given their security context and the vetting process of the Tunisian Ministry of Interior.</p>	Low to Medium	Medium	Reduce	<p>1) Forward planning in requesting access to project sites.</p> <p>2) Close coordination with the Ministry of Interior and the Maritime National Guard to ensure prompt access to the project sites.</p> <p>3) Include a time buffer in the implementation schedule to cover any lags emerging from the bureaucracy during implementation.</p>



10 BUDGET

Duration : 33 months

		Qty	Unit cost	Period	TOTAL (USD)	TOTAL (EUR)
Project Personnel	Project Manager (100% per month)	1	\$11,000.00	33	\$ 363,000.00	€308,913.03
	Technical Expert (100% per month)	1	\$3,500.00	33	\$ 115,500.00	€98,290.51
	Project Support Officer (100% per month)	1	\$2,500.00	33	\$ 82,500.00	€70,207.51
	Procurement Specialist (50% per month)	1	\$5,500.00	33	\$ 181,500.00	€154,456.52
	Logistician/Driver (100% per month)	1	\$1,600.00	33	\$ 52,800.00	€44,932.81
	Sub-Total 1				\$ 795,300.00	€676,800.38
Operations and missions	Operational expenses (Lumpsum)	1	\$178,400.00	1	\$ 178,400.00	€151,818.42
	Travel (per month)	1	\$1,500.00	33	\$ 49,500.00	€42,124.50
	Visibility (Lumpsum)	1	\$30,000.00	1	\$ 30,000.00	€25,530.00
	Sub-Total 2				\$ 257,900.00	€219,472.92
Procurement	Contracts for maintenance of 6 boats for 2 years (Lumpsum)	1	\$193,000.00	24	\$ 4,632,000.00	€3,941,832.44
	Procurement of equipment (Lumpsum)	1	\$2,888,681.07	1	\$ 2,888,681.07	€2,458,267.86
	Sub-Total 3				\$ 7,520,681.07	€6,400,100.31
Other direct costs	UNOPS Direct Costs (Lumpsum)	1	\$392,325.00	1	\$ 392,325.00	€333,868.61
	Sub-Total 4				\$ 392,325.00	€333,868.61
Indirect costs	Sub-Total 1+2+3+4				\$ 8,966,206.07	€7,630,242.22
	Management fees 4.85%				\$ 434,497.93	€369,757.78
	Total				\$ 9,400,704	€8,000,000

UNORE Exchange Rate as of 13 November 2020: 1 Eur = 0.851 USD



If savings are realized in the procurement process, or if market and currency fluctuations lead to price increases/decreases, UNOPS will contact the funding source and suggest ways to deal with these savings/losses. Decisions to this effect will be documented in writing in accordance with the terms and conditions of this agreement.

