



**SIGAR**

Office of the Special Inspector General  
for Afghanistan Reconstruction

April 24, 2014

Major General Kevin R. Wendel  
Commanding General, Combined Security Transition  
Command – Afghanistan/Ministerial Advisory Groups

Dear General Wendel:

I am writing to request information on a \$3 million procurement of patrol boats for the Afghan National Police (ANP) initiated by the Combined Security Transition Command-Afghanistan (CSCT-A) in 2010. My focus is on the operational requirements that initiated the procurement of the patrol boats for the ANP and the reasons for the cancellation nine months later. Additionally, I am also interested in the requirement for the U.S. government to pay for the storage and related expenses for these boats for the last 3 years, boats that apparently have no planned use.

In a memorandum of request (MOR) dated 12 October 2010 (enclosure I), CSTC-A requested that the U.S. Department of the Navy purchase eight rigid-hulled inflatable boats (RHIBs) for use by the ANP to patrol the Amu Darya river between Northern Afghanistan and Uzbekistan (see figures 1 and 2). According to the MOR, the total cost of the patrol boats, including spare parts and technical assistance, would come to just over \$3 million.

In response to the MOR, the Department of the Navy procured the patrol craft using the Afghanistan Security Forces Fund (ASFF). According to documents obtained by my office, in July 2011, CSTC-A cancelled the requirement for the patrol boats and requested that the contract be terminated and that the disbursed funds be returned. However, because 80 percent of the funds had been disbursed at the time of the requirement cancellation and the boats were nearly finished, it was decided that the contract should be allowed to proceed to completion. According to officials at the Defense Security Cooperation Agency (DSCA), the patrol boats were manufactured and delivered to the Navy in 2011 and have been in storage at the Naval Weapons Station/Cheatham Annex, Yorktown, Virginia ever since.



**Figure 2** – Region where patrol boats were intended to operate



**Figure 1** - One of the patrol boats purchased for the ANP

I would appreciate answers to the following questions raised by this procurement decision and subsequent cancellation:

- How many watercraft do the Afghan National Security Forces currently operate? What is their mission?
- What was the initial operational requirement for these boats? Was a concept of operations (CONOPS) written for the employment of these boats?
- Which Afghan and coalition organizations reviewed and approved the requirement and CONOPS for these boats?
- Did CSTC-A review the feasibility of the operational requirement and proposed equipment solution before the procurement request decision was made?
- How many patrol boats did that initial requirement call for and what was the cost estimate for their procurement and initial spares?
- Provide a breakdown of the \$3 million dollars expended for these boats.
- Were any of these ANSF funds returned? The MOR states that the RHIBs were required by the ANP Tashkil.<sup>1</sup> What was the justification for including this capacity on the Tashkil? Does CSTC-A review the feasibility of Tashkil requirements before filling them?
- Was the Afghan Ministry of Interior (MOI) involved with this procurement? If so, how?
- Why did CSTC-A cancel the requirement for the patrol boats only nine months after the MOR was issued? Who cancelled the requirement? Were MOI officials involved in the cancellation decision or notified of the cancellation after the fact? Did they concur with the decision?
- Was the DOD Afghanistan Resources Oversight Council (AROC)<sup>2</sup> involved in the cancellation decision? If so, what was their role and position?
- What is the accumulated cost of storing and preserving these boats, and what are these costs expected to be in the future?
- What are the plans for disposing of or utilizing the patrol boats?
- Has CSTC-A conducted any review as a result of the procurement and subsequent non-delivery of the ANP patrol boats? If so, what were their findings and actions?

Please provide your response no later than May 9, 2014. Should you have any questions or concerns, please contact Mr. Jack Mitchell, Director, Office of Special Projects, at [REDACTED] or [REDACTED].

Sincerely,



John F. Sopko  
Special Inspector General  
for Afghanistan Reconstruction

Enclosure: CSTC-A Memorandum of Request to the Department of the Navy requesting the procurement of the patrol boats for the Afghan National Police

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<sup>1</sup> The Tashkil is an Afghan government Ministry of Interior document that dictates the force structure, personnel end strength, command relationships, and unit/staff functions and mission descriptions for the ANP.

<sup>2</sup> The AROC is responsible for approving all financial and activity plans for the Afghanistan Security Forces Fund (ASFF)

ENCLOSURE I: CSTC-A MEMORANDUM OF REQUEST TO THE DEPARTMENT OF THE NAVY REQUESTING THE PROCUREMENT OF THE PATROL BOATS FOR THE AFGHAN NATIONAL POLICE

MOR # 10S-E2P-916



NATO TRAINING MISSION – AFGHANISTAN  
 COMBINED SECURITY TRANSITION COMMAND – AFGHANISTAN  
 KABUL, AFGHANISTAN  
 APO, AE 09356

REPLY TO ATTENTION OF  
 NTM-A/CSTC-A, SAO-A FMS

12 October 2010

Department of the Navy  
 Navy International Program Office  
 2521 Clark Street, Suite 800  
 Arlington, Va 22202-3928

SUBJECT: New Case for the CONUS Procurement of Boat, Patrol (7m RIB) Trailers and 4 extra engines for the Afghan National Police (ANP)

1. Request the purchase of the below items in the quantities listed in the MOR column.

Item	Tashkil	Acquired				Total	Tashkil Fill
		Issued	On Hand	On Order	MOR		
Boat, Patrol	8	0	0	0	8	8	100%

2. Request release of \$ 3,019,668 (fees included) from the FY10 Afghan Security Forces Fund (ASFF). The total case value is \$ 3,019,668.

MOR Number	Above the Line Cost		Admin Surcharge	Transportation	MOR Value	Total Case Value
	Basic Cost	CAS				
10-E2P-916	\$ 2,709,977	\$ 38,275	\$ 102,979	\$ 206,712	\$ 3,079,668	\$ 3,019,668

3. **Justification:** This request for equipment is LAW the 134 K Tashkil for the ANP and is designed to meet fielding requirements in June 2011.

4. **Funding:** Funding for this MOR is supported by the FY 10S spend plan.

5. **Transportation:**

a. Boats will be shipped via DTS. CSTC-A requests "Enhanced Physical Security" on all surface shipment items for this portion of the case. Specifically, CSTC-A requires the shipper to use only ST-675-1 tags.

b. In addition to required documentation, these items must be shipped with a placard no smaller than 11"x 17" on all visible sides of the pallet or container, showing in clear, bold English letters:

**"These items are allocated for the Afghan National Police. Case Designator [XX-X-XXX]"**

c. Request delivery of vehicles to the ANP Vehicle Depot in Kabul, Afghanistan.

	June
Boat, Patrol	8

6. Request Field Service Representative (FSR) arrive approximately 30 days after the boats arrive in Kabul Afghanistan. The FSR will spend approximately 6 weeks in Afghanistan with a week in each of the following cities: Heratyn, AyKhanom, Khan Bandar and Abrishime. All transportation on and life support inside Afghanistan will be provided by coalition forces. The training will encompass the reactivation and testing of the systems as well as basic boat operations and maintenance at each location.

7. The total value of this MOR cannot be exceeded without authorization from the Security Assistance Office-Afghanistan (SAO-A). SAO-A prior approval is required to adjust quantities or change requirements.

8. POC for this case will be Maj. Brian P. Phillips, DSN [REDACTED], [REDACTED].

CHRISTOPHER M. O'BRIEN  
Major, U.S. Army  
Chief, ANP FMS Branch, SAO-A

MICHAEL T. POWERS  
GS 15, DOD  
Comptroller, CJ 8, CSTC-A

MARK F. CONROE  
Colonel, U.S. Army  
Director, SAO-A

JOHN G. FERRARI  
Colonel, U.S. Army  
Deputy Cominander for Programs

13 OCT 2010

Attachment:

I. Line Cost Detail

- cc: DSCA, ATTN: Brett Floro, [REDACTED]
- USASAC, ATTN: Mike Williams, [REDACTED]
- USASAC, ATTN: Lil Wisson, [REDACTED]
- NAVSEA, PEO SHIPS, [REDACTED]

MOR # 10S-E2P-916

Attachment 1 – Line Item Cost Detail

Item Description	QTY	Unit Cost	Above the Line Cost	CAS 1.5%	Admin Fee 3.8%	Trans	Total Cost
Boat, Patrol	8	\$ 265,250.00	\$ 2,153,381.00	\$ 31,360.00	\$ 81,928.44	\$ 131,463.01	\$ 2,366,672.45
Spare Parts	1	\$ 333,200.00	\$ 338,198.00	\$ 4,998.00	\$ 12,951.52	\$ 75,249.06	\$ 426,296.58
Tech Assist	1	\$ 90,000.00	\$ 90,000.00	\$ -	\$ 3,420.00	\$ -	\$ 93,420.00
In Country Training	1	\$ 126,500.00	\$ 128,398.00	\$ 1,897.50	\$ 4,879.11	\$ -	\$ 133,277.11
			\$ 2,709,977.00	\$ 38,275.50	\$ 102,979.07	\$ 206,712.07	\$ 3,019,668.13

Boat, Patrol includes trailer.  
 Spare parts included one extra engine per boat.  
 Tech Assist will spend 6 weeks in Afghanistan.