NATO OTAN

NATO Support and Procurement Agency (NSPA)

Capellen | Luxembourg

Extract of the Draft Statement of Work

For the provision of
Bulk Fuel in
support of
NATO Forces and nations on
deployed expeditionary operations

Please note that the information provided in this document, cannot be construed as generating any legal obligation for the Agency.

1.1. This SOW concentrates solely on the provision of bulk fuel supplies and services for deployed operations and exercises with significant forces participation. The Contractor shall furnish skilled, qualified and accredited personnel, services, equipment, materials, facilities and other requirements necessary for, or incidental to, the performance of work set forth herein. Contractor Personnel shall get Security Clearances to operate in any country under this SOW. The minimum positions the Contractor must deploy on the ground to ensure the capability are the Project Manager (responsible for the global project), the Location Project Manager (responsible of each single location), can be merged with PM in case of single location and the Quality Manager (responsible for the quality of the whole project).

1.2. Once activated, the Rapidly Usable Enabling Contract (RUEC) may not be used for the entire duration of the respective mission/operation. In case the mission/operation lasts less than twelve (12) months, it is planned to use the RUEC throughout the operation. A fully internationally competed mission-specific fuel contract may be established for the period exceeding twelve (12) months if required.

1.3. The RUEC will provide theatre level distribution and storage of NATO grade bulk fuel (F-18, F-34/-35, F-54 and F-67) to be used by NATO Command Structure deployable C2 elements and forces as well as Nations when planning and conducting Expeditionary Operations. It will be used during rapidly emerging missions/operations when urgency will not allow the completion of a competitive bidding process. If the circumstances prevent the immediate provision of F-54/F-67, due to physical unavailability in theatre of the means to produce and procure such products, the Contractor shall endeavour to provide the closest possible alternative. For F-54, SRD 7090 procedures will apply. Eventual agreement from SHAPE, or the NATO consumer Nation, will be seeked.

1.4. The Contractor is responsible for the provision of bulk fuel, including acquisition, importation (if required), transportation and delivery and, if required, storage disposal and waste as determined by NSPA.

1.5. The potential HNs where the initial requirements might materialise are split into four (4) groups, reflecting different factors such as availability of key infrastructure, national economical level, coastal versus landlocked geography, non-permissive and secure environment, etc. Nations belonging to Group 1 are suited to allow a more rapid deployment of the force on their territory: whilst nations belonging to Group 4 present the most challenging environment to deploy a force rapidly. Groups 2 and 3 represent ascending levels of difficulty between Groups 1 and 4. .

1.6. The initial RUEC fuel requirement will cover up to three (3) locations in the Joint Operations Area (JOA) in a permissive environment/safe and secure environment (SASE). The three (3) locations will be located at the theatre-level installations at major operational airfields or main logistics installations, to be determined in accordance with NATO Command Structure / Nations.

1.7. The primary requirement will be for jet fuel F-34/35, the secondary demand will be for diesel F-54, limited amounts of aviation gasoline F-18 and gasoline F-67 will be required, in compliance with the international and NATO fuel quality standards.

1.8. Initial delivery of fuel for the three above-mentioned locations is expected no later than ten (10) days after activation of the RUEC (Tasking Order to the

Contractor). Sixty (60) days after activation of the RUEC, incremental fuel deliveries might take place at additional locations (see 3.3.10.) in a semi-permissive environment. In case of unforeseen significant deterioration of the security situation, affecting the relevant LOCs, NSPA will coordinate with NATO/nations the engagement of military convoy protection.

1.9. The detailed requirement for winter or summer diesel will be specified in the Warning Order (see 3.4.2.) and/or Tasking Order (see 3.4.4.).

1.10. The airfields/main logistics installations can be located in different countries within the Area of Operations.

1.11. NATO/nations reserve the right to order fuel from other sources/suppliers, as deemed necessary to satisfy mission requirements, or where external circumstances dictate the use of other sources.

1.12. NATO/nations may establish military deployable bulk fuel storage capabilities and/or facilitate the use of existing in-theatre bulk fuel storage capabilities through the HN(s). Any such storage facilities will be operated by NATO/nations and/or the HNs.

1.13. In case of insufficient availability of military deployable or HN-owned bulk fuel storage capacities, if tasked the Contractor shall establish or arrange storage capacities to complement existing ones, thereby aiming to meet the requirements as illustrated in the table below. This is to be achieved through commercial depots and/or suitable assets (e.g. fuel bladders, use of fuel trucks) at the three (3) airfields/main logistics installations, or within a radius not exceeding six (6) hours transit time.

1.14. NATO/nations shall facilitate the space for the establishment of Contractor owned deployable bulk fuel storage, loading and un-loading capacities, and parking areas if required.

1.15. The Contractor has to be prepared to provide bulk fuel up to the following requirements:

- Maximum daily requirement per location, to a maximum of three (3) locations/delivery points (airfields/main logistics installations starting from A+10;

- Maximum daily requirement per location, to a maximum of five (5) locations/delivery points (airfields/main logistics installations starting from A+60;

- Starting from A+60, the Contractor must be able to expand monthly the scale of the contract by fifteen (15) %, based on the consumption of A+45;

- The Bulk Fuel Installation (BFI) equipment is to be operational in theatre from ten (10) days after NSPA releasing the respective Tasking Order, which will be issued within five (5) days from the reception of a formal authorization from SHAPE (Activation Day (A, as per table).

Table 1: maximum daily delivery by group of nation.

Group	Nations	A + 10	A + 20	A + 45
Group 1	**Africa**: Algeria, Egypt, Libya, Morocco, South Africa, Tunisia **Middle East**: Bahrain, Iran, Israel, Jordan, Kuwait, Oman, Qatar, Saudi-Arabia, UAE **Central Asia/Caucasus**: Azerbaijan, Kazakhstan	F-34: 100 m^3 F-18: 4 m^3 F-54: 5 m^3 F-67: 0,5 m^3	F-34: 150 m^3 F-18: 4 m^3 F-54: 15 m^3 F-67: 1,5 m^3	F-34: 250 m^3 F-18: 4 m^3 F-54: 25 m^3 F-67: 2,5 m^3
Group 2	**Africa**: Botswana, Cap Verde, Gabon, Mauritius, Nigeria, Seychelles **Middle East**: Iraq, Syria, Lebanon **Central Asia/ Caucasus**: Georgia, Pakistan, Turkmenistan **Europe:** Ukraine	F-34: 70 m^3 F-18: 4 m^3 F-54: 5 m^3 F-67: 0,5 m^3	F-34: 90 m^3 F-18: 4 m^3 F-54: 8 m^3 F-67: 0,8 m^3	F-34: 120 m^3 F-18: 4 m^3 F-54: 15 m^3 F-67: 1,5 m^3
Group 3	**Africa**: Angola, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Congo, Djibouti, D R. Congo, Equatorial Guinea, Eritrea, Ethiopia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Kenya, Lesotho, Liberia, Madagascar, Mali, Namibia, Niger, Rwanda, Sao Tome and Principe, Senegal, Sierra Leone, Somalia, South Sudan, Sudan, Swaziland, Tanzania, Zambia, Uganda **Middle East**: - N/A **Central Asia/ Caucasus**: Afghanistan, Armenia, Kyrgyzstan, Tajikistan, Uzbekistan	F-34: 55 m^3 F-18: 4 m^3 F-54: 3 m^3 F-67: 0,3 m^3	F-34: 70 m^3 F-18: 4 m^3 F-54: 5 m^3 F-67: 0,5 m^3	F-34: 100 m^3 F-18: 4 m^3 F-54: 10 m^3 F-67: 1 m^3
Group 4	**Africa**: Benin, Comoros, Gambia, Malawi, Mauritania, Mozambique, Togo, Zimbabwe **Middle East**: Yemen **Central Asia/ Caucasus**: - N/A	F-34: 45 m^3 F-18: 4 m^3 F-54: 3 m^3 F-67: 0,3 m^3	F-34: 60 m^3 F-18: 4 m^3 F-54: 5 m^3 F-67: 0,5 m^3	F-34: 90 m^3 F-18: 4 m^3 F-54: 8 m^3 F-54: 0,8 m^3

- Maximum storage per location, to a maximum of three (3) locations/storage points (airfields/main logistics installations starting from A+10;

- Maximum storage per location, to a maximum of five (5) locations/storage points (airfields/main logistics installations starting from A+60;

- Starting from A+60, the Contractor must be able to expand monthly the scale of the contract by fifteen (15) %, based on the delivery / storage of A+45. The number of increases during the contract is limited to three times 15%;

- The associated equipment is to be operational in theatre from ten (10) days after NSPA releasing the respective Tasking Order, which will be issued within five (5) days from the reception of a formal authorization from SHAPE (Activation Day (A, as per table).

Table 2: maximum storage requirement by group of nation.

Group	Nations	A + 10	A + 20	A + 45
Group 1	**Africa**: Algeria, Egypt, Libya, Morocco, South Africa, Tunisia **Middle East**: Bahrain, Iran, Israel, Jordan, Kuwait, Oman, Qatar, Saudi-Arabia, UAE **Central Asia/Caucasus**: Azerbaijan, Kazakhstan	F-34: 300 m^3 F-18: 12 m^3 F-54: 15 m^3 F-67: 1,5 m^3	F-34: 450 m^3 F-18: 20 m^3 F-54: 45 m^3 F-67: 4,5 m^3	F-34: 1750 m^3 F-18: 28 m^3 F-54: 175 m^3 F-67: 17,5 m^3
Group 2	**Africa**: Botswana, Cap Verde, Gabon, Mauritius, Nigeria, Seychelles **Middle East**: Iraq, Syria, Lebanon **Central Asia/ Caucasus**: Georgia, Pakistan, Turkmenistan **Europe:** Ukraine	F-34: 210 m^3 F-18: 12 m^3 F-54: 15 m^3 F-67: 1,5 m^3	F-34: 270 m^3 F-18: 20 m^3 F-54: 24 m^3 F-67: 2,4m^3	F-34: 840 m^3 F-18: 28 m^3 F-54: 105 m^3 F-67: 10,5 m^3
Group 3	**Africa**: Angola, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Congo, Djibouti, D R. Congo, Equatorial Guinea, Eritrea, Ethiopia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Kenya, Lesotho, Liberia, Madagascar, Mali, Namibia, Niger, Rwanda, Sao Tome and Principe,	F-34: 165 m^3 F-18: 12 m^3 F-54: 9 m^3 F-67: 0,9 m^3	F-34: 210 m^3 F-18: 20 m^3 F-54: 15 m^3 F-67: 1,5 m^3	F-34: 700 m^3 F-18: 28 m^3 F-54: 70 m^3 F-67: 7 m^3

	Senegal, Sierra Leone, Somalia, South Sudan, Sudan, Swaziland, Tanzania, Zambia, Uganda **Middle East**: - N/A **Central Asia/ Caucasus**: Afghanistan, Armenia, Kyrgyzstan, Tajikistan, Uzbekistan			
Group 4	**Africa**: Benin, Comoros, Gambia, Malawi, Mauritania, Mozambique, Togo, Zimbabwe **Middle East**: Yemen **Central Asia/ Caucasus**: - N/A	F-34: 135 m^3 F-18: 12 m^3 F-54: 9 m^3 F-67: 0,9 m^3	F-34: 300 m^3 F-18: 20 m^3 F-54: 25 m^3 F-67: 2,5 m^3	F-34: 630 m^3 F-18: 28 m^3 F-54: 56 m^3 F-67: 5,6 m^3

1.16. The Contractor has to be prepared to establish fuel stocks up to the level in accordance with (IAW) the above table, using in-theatre and/or own established storage capacities, by complementing NATO and/or HN means.

1.17. The Contractor has to be prepared to establish, operate and maintain retail fuel points every four hundred (400) km along the Main Supply Route (MSR) between the Sea Port of Debarkation (SPOD) or Air Port of Debarkation (APOD) and the airfields/main logistics installations. The retail fuel points shall be established from A+10. The average weekly consumption per retail fuel point is expected at a level of up to twenty (20) m3 F-54. This requirement is not included in the daily requirement depicted at Table 1. No extra-dedicated security storage is required for retail point, and as such not included in Table 2. In case the distances between APOD/SPOD and airfields/main logistics installations are less than four hundred (400) km, no retail fuel points are to be foreseen.

1.18. The Contractor has to be prepared to test the bulk fuel products. The tests will be performed either at the Contractor's laboratories or at a recognized testing laboratory. Testing facilities/laboratory must have ISO/IEC 17025, or the national equivalent accreditation. The results must meet the requirements of STANAG 3149/AFLP-3149 (, STANAG 3747 and STANAG 7090, and shall be provided to NSPA on request.

1.19. For maximum preparedness, the Contractor has to establish appropriate conditions to allow the rapid activation of the RUEC, thereby meeting the requirements as stated within this SOW and in the mission-specific Tasking Order. Amongst those are the timely availability of a fuel accountability system, tracking system, Standard Operating Procedures etc.

1.20. In order to assure readiness, the Contractor shall be prepared to exercise at their own cost the contract once a year through desktop exercise. During the lifetime of the contract, as an exercise, NSPA can activate actual deployments for full capability on one BFI location, at Customer’s expenses.

1.21. The Contractor will have Suitably Qualified and Experienced Personnel on-site to operate and maintain the bulk fuel storage facilities twenty-four (24) hours per day/seven (7) days per week, if required. Tasks will include, but not limited to, the receipt and issue of fuel, quality control and testing, disposal, site and fuel management, related equipment maintenance to ensure that the mission is not jeopardized, spare parts management, additization, fire protection, first aid, environmental protection in accordance with EU regulations, product accounting including billing and reporting. Contractor Personnel must have PSCs. NSPA shall provide access identification as required. Fuel stored for the exclusive use by NATO/nations will be subject to inspections and audits.

1.22. The Contractor shall, as directed by NSPA, treat or dispose any contaminated POL from the bulk fuel storage facilities or ancillary equipment in accordance with EU, local and/or HN's regulations (most stringent regulation apply) and remediate any contaminated land, buildings or equipment.

1.23. The Contractor must be able to trace the fuel provided to NATO back to the refinery of origin. The record must show where the fuel is from and its certificate of origin and all tests performed prior to issuance to NATO. The contracting solution must ensure that the fuel provision is not reliant to Russian crude oil sources.

1.24. The Contractor shall supply all Equipment and Supplies. This includes but is not limited to tools, general and special test equipment, calibration equipment, and vehicles required in the performance of the services.

1.25. The Contractor might make use of in-theatre infrastructure, if available. The Contractor has to ensure that relevant quality standards are met in order to provide services in accordance with this SOW.

1.26. The Contractor is responsible, after contract activation, to identify Contractor Furnished Equipment (CFE) to NSPA and ensure that all CFE required is available and fully serviceable.

1.27. The Contractor shall be responsible for transporting all required equipment and supplies in order to fulfil obligations as defined in this SOW, Annexes and Appendices. This shall also include all required Customs Clearances, Exemption Certificates, etc.

1.28 The Contractor is expected to be self-sufficient with respect to CIS and will not tie into any NATO CIS.