

RFI:

RFI-ACT-SACT-23-110 - NATO's Fuel Supply Chain Capability

Reference:

Q & A #2

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More details were requested on „DOTMLPFI“ questions (4.6. Questions for DOTMLPFI approach) stated in the **RFI-ACT-SACT-23-110 . In addition to DOTMLPFI framework explanation provided in article 3.8., please find below brief explanation question by question.** Responses are to provide clarification.

Questions on DOTMLPFI	Responses
4.6.1. Do you have capabilities in supporting custodianship roles in developing fuel related doctrines, STANAGs, TFHE, Modular Combined Petroleum Unit (MCPU)? If yes, please describe your interest in undertaking roles and responsibilities within NATO's FSC doctrine development activities	1. Nations may undertake custodianship roles in developing doctrines, STANAGS, etc. within NATO. NATO's FSC capability programme can require developing new doctrines or reviewing the existing doctrines. Answers of this question will inform us on potential candidates/experts/volunteers for further coordination.
4.6.2. In which way does your Nation apply to the NATO standards (e.g., the Single Fuel Policy, NATO Technical Criteria and Standards for POL facilities, etc.)?	2. Answers of this question will provide inputs regarding national approach on applying NATO standards for further analysis.
4.6.3. Have you made any organizational change in the context of your fuel supply chain in last five years? If yes, please describe the identified challenges and realized benefits.	3. NATO's FSC capability programme may lead an organizational change. Answers of this question will provide inputs on the challenges/best practices faced in a national environment.
4.6.4. Please describe how your capabilities relate to the training aspect in the context of the fuel supply chain?	4. NATO's FSC capability programme may develop new trainings/refine the existing trainings based on the capability requirements. Answers of this question will provide inputs regarding national/industrial/academic capabilities for further analysis.
4.6.5. Is there any interest in training Suitably Qualified and Experienced Personnel (SQEP) in the context of FSC? Which training areas are of most interest?	5. If there is interest in training personnel of NATO Countries, there is a need to understand which areas of training are of interest in the context of NATO's FSC capability programme.
4.6.6. Do you have any training programme/system which could support NATO's FSC capability (e.g. fuels technology, fuel additives, etc.)? If yes, please describe.	6. Further information is required on training programmes and system for further analysis on training Line of Development.
4.6.7. Do you conduct any fuel related exercise/wargaming which could support the development or implementation of NATO's FSC capability? If yes, please explain briefly.	7. There may be national exercises/wargames conducted within fuel supply activities. If any may support NATO's FSC capability, brief explanation would provide inputs to further analysis.
4.6.8. Please describe how your capabilities relate to the material aspect in the context of NATO's FSC, if not mentioned above (e.g., able to	8. This question seeks answers on capabilities related to material aspect of NATO's FSC capability programme. Such as supportable fuel types, deployable assets, and the like. However,

support F-44, able to support deployable assets to NATO operations, etc.)	if further explanation is provided within the Acquisition/Transportation/Storage/Distribution related questions, no need to duplicate answers here.
4.6.9. Please describe how your capabilities relate to the personnel aspect in the context of fuel supply chain (e.g., able to provide fuel truck drivers, able to support in planning of fuel supply, have the sufficient fuel expertise in the context of FSC).	9. This question seeks answers on capabilities related to personnel aspect of NATO's FSC capability programme. The aim is providing inputs to further analysis on the abilities.
4.6.10. Please describe how your capabilities relate to the facilities aspect in the context of NATO's FSC, if not mentioned above.	10. This question seeks answers on capabilities related to facilities aspect (e.g. pipelines, training facilities, and the like) of NATO's FSC capability programme. However, if further explanation is provided within the above questions, no need to duplicate answers here.
4.6.11. Please describe how your capabilities relate to the interoperability aspect in the context of NATO's FSC. If you are not able, please list the factors impeding to provide interoperable capabilities.	11. This question seeks answers on interoperability aspect of NATO's FSC capability programme. The answers will provide inputs to conduct further analysis to understand interoperable areas and what type of factors may reduce the interoperability within NATO environment.
4.6.12. Please describe how your TFHE capabilities interoperable across civilian industry and NPS.	12. TFHE stands for Tactical Fuel Handling Equipment. During the workshops, NATO's FSC teams identified that TFHE capabilities may be interoperable with industry partners. If so, civilian and military partners can work in an interoperable environment. This question seeks answers at what extent TFHE capabilities are interoperable across industry and NPS.
4.6.13. Do you have a real time visibility on actual inventories, centralized reporting system, administration, and customs processes to support national and NATO's FSC? Please also describe how you manage information in the context of FSC (e.g., tracking fuel, collecting inventory data through your national supply chain, planning, forecasting, etc.).	13. Increasing real time visibility within several areas will increase the benefits. This question simply seeks answers on national/industry capabilities specifically related to displaying visibility.