NATO STANDARD

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MODULAR COMBINED PETROLEUM UNIT (MCPU)

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NORTH ATLANTIC TREATY ORGANIZATION

ALLIED FUELS AND LUBRICANTS PUBLICATION

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NORTH ATLANTIC TREATY ORGANIZATION (NATO)

NATO STANDARDIZATION OFFICE (NSO)

NATO LETTER OF PROMULGATION

18 December 2020

1. The enclosed Allied Fuels and Lubricants Publication AFLP-7237, Edition A, Version 1, MODULAR COMBINED PETROLEUM UNIT (MCPU), which has been approved by the nations in the Petroleum Committee, is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 7237.

2. AFLP-7237, Edition A, Version 1, is effective upon receipt.

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4. This publication shall be handled in accordance with C-M(2002)60.

Dieter Schmaglowski
Deputy Director NSO
Branch Head P&C

Zoltán GULYÁS
Brigadier General, HUNAF
Director, NATO Standardization Office

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RECORD OF RESERVATIONS

CHAPTER	RECORD OF RESERVATION BY NATIONS
Note: The reservations listed on this page include only those that were recorded at time of promulgation and may not be complete. Refer to the NATO Standardization Document Database for the complete list of existing reservations.	

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RECORD OF SPECIFIC RESERVATIONS

[nation]	[detail of reservation]
FRA	France has two reservations on AFLP-7237: • paragraph 0405.1: given the variety of losses that can be seen depending on geographical areas, France does not commit to an acceptable loss rate of 1% ; • paragraph 0506.1: payments are made in accordance with STANAG 2034, Edition 3.

Note: The reservations listed on this page include only those that were recorded at time of promulgation and may not be complete. Refer to the NATO Standardization Document Database for the complete list of existing reservations.

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CHAPTER 1 INTRODUCTION

0101. This document provides basic guidance for the planning and implementation of the Modular Combined Petroleum Unit (MCPU), both logistically and technically. It also provides additional general guidance on other elements that must be taken into account.

0102. This document has been used during and improved after different exercises where the MCPU was implemented.

0103. The aim of this document is to standardize the MCPU processes for multinational deployments during exercises and operations. It provides guidelines for the operational employment of the MCPU under the command of the Joint Logistic Support Group Headquarters (JLSG HQ) in order to support the mission of the Commander of JLSG (COM JLSG).

0104. The Modular Combined Petroleum Unit (MCPU) is not a standing unit, but a modular force-generated capability tailored to the mission. The MCPU refers to fuel logistic assets and operating personnel, fuel handling, administrative and financial procedures, and the organization of Petroleum, Oil & Lubricants Command & Control (POL C2). Its aim is to enable a physical fuel supply chain operation from fuel provision to deliveries at theatre level of a joint operation in a multinational (MN) way. The MCPU is to be an operational and high-readiness capability. In particular, MCPU development requires operational readiness and MN training development during peacetime. The MCPU operates fuel support at theatre level by sharing the burden between contributing nations. The MCPU activation for a specific operation or exercise is performed through an Implementing Arrangement (IA) signed by the nations contributing to this capability.

0105. The Modular Combined Petroleum Capability (MCPC) is the voluntary grouping of national contributions of personnel, equipment and capacities into a coherent, joint and multinational organization configured to provide fuel support. The MCPC Coordination Board (MCPC-CB) is the permanent governance body comprising senior national representatives for the management of all issues relating to this Standardization Agreement (STANAG), and all matters related to MCPU functioning, readiness, efficiency and improvement. The MCPC-CB is chaired by one Senior National Representative (SNR), elected by the other nations' SNR. The MCPC-CB is usually held in conjunction with Petroleum Committee (PC) meetings.

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CHAPTER 2 GENERAL INFORMATION

0201. The MCPU is the key element of the MCPC. It is a deployed fuel component operating at theatre level of joint operations, composed of fuel logistic assets and operating personnel from two or more nations, tailored to meet the petroleum support requirements of a specific exercise or operation. The MCPU may comprise many fuel logistic units.

0202. The MCPU aims to provide, at theatre level (3rd line), fuel supply to NATO troops. The MCPU consists of a high-readiness unit, part of the JLSG units if such an HQ is set up, deployed on a case-by-case basis and at an early stage of an operation or exercise. The MCPU can also be tailored to support lower tactical levels; in that case, it is under operational control (OPCON) of the relevant component.

0203. In principle, the Single Fuel Policy (SFP) should be applied.

0204. Depending on the requirement and on the assets made available by the MCPU's contributing nations during the planning process and during the force generation conferences, the MCPU can be in charge of the following tasks:

a. Managing, executing and tracking fuel supplies.

b. Managing fuel accountability by tracking fuel receipts and deliveries within its own assets.

c. Storing fuel in Bulk Fuel Installations[1] (BFI).

d. Checking and maintaining fuel quality on the field.

e. Transporting and delivering fuel with bulk transport trucks up to 2nd line in the Brigade Support Area (BSA).

f. Refuelling rotary-wing aircraft in support of Forward Arming and Refuelling Point (FARP).

g. Refuelling fixed-wing aircraft.

h. Maintaining full accounts of all fuel transactions to enable Key Role Nation (KRN) or HN to invoice Troop Contributing Nations (TCN).

i. Providing fuel supply to maritime component.

[1] Main – Battlefield – Forward Bulk Fuel Installation (MBFI-BBFI-FBFI)

0205. Oil, greases, lubricants and fuel additives are not provided[2] by the MCPU. It is a national responsibility to ensure sufficient stocks of packed products during deployment. Services such as: fuel asset maintenance, tank cleaning, and fuel waste disposal are not provided by the MCPU either.

[2] Except S-1745; S-1747; S-1750

CHAPTER 3 COMMAND AND CONTROL

0301. Combined Joint Task Force (CJTF) gives MCPC-CB responsibility for all or part of the fuel supply of the deployment.

0302. MCPC-CB appoints a Key Role Nation (KRN) before the Main Planning Conference (MPC). MCPC-CB sets up the MCPU which is tailored to the mission to fulfil all CJTF requirements.

0303. MCPU planning is included in the operational and logistic planning process.

0304. **MCPU generation process.** Logistic and operational concepts will be described during the Initial Planning Conference. The Planning and Coordination Cell (P&CC) will develop the fuel supply requirements for those concepts.

0305. From this stage, MCPC CB members and participating nations will offer their contribution to MCPU. The P&CC will arbitrate to make sure the requirements are met and to avoid duplication.

0306. If there are any gaps in the requirements, P&CC will first request support from HN. If HN is not able to satisfy all the requirements, P&CC will then request support from the NATO Support and Procurement Agency (NSPA) or civil contractors.

0307. MCPU force generation, organization and responsibilities must be defined before MPC.

0308. The **Planning and Coordination Cell** is formed for the MCPU generation process under KRN responsibility no later than MPC. It comprises representatives from TCN and from any other relevant multinational organizations or agencies. MCPC-CB Chairman initiates and leads the P&CC until transfer to KRN representative (once known).

0309. The P&CC specific tasks are to:

- participate in the NATO force generation process with CJTF and/or JLSG planning team, take part in planning conferences and joint site surveys, evaluate Class III support requirements, define fuel provision and supply concepts as well as MCPU organization.

- Organize real-life MCPU support, define communication and information systems (CIS) requirements to the Joint Force Command (JFC) and internal CIS support.

- propose BFI's location to CJTF/JLSG, contribute to MCPU's reception, staging and onward movement (RSOM) and define MCPU's internal logistic, financial, security and environmental, and quality surveillance procedures for each deployment.

- define the fuel provision process, to agree tax exemption with HN and remaining fuel management with fuel providers.

- organize the training event prior to each deployment.

0310. Nations will commit to participate in MCPU deployment.

0311. The planning process shall define MCPU specifications, as well as some non-operational factors that will have a great impact, such as:

a. Number and capacity of BFIs

b. Fuel providers

c. Fuel distribution concept, types of fuel distributed, proposed fuel supply chain

d. Tax status, remaining fuel management

0312. **Legal arrangement.** The MCPC Memorandum of Understanding (MoU) establishes and defines, in general terms, the provisions and responsibilities for the organization, operation, deployment, logistic support, legal status and financing of the capability.

0313. Details concerning a specific MCPU deployment within a NATO operation or exercise shall be laid down in a specific Implementation Arrangement (IA). This IA shall be sufficiently detailed to cover all supporting activities of the MCPU. The provision of this document by the KRN is compulsory no later than the MCPU deployment.

0314. **Key Role Nation** is responsible for the organization and coordination of the P&CC, and provides the Commander and key staff elements of the MCPU.

0315. **CLASS III Manpower** are mostly augmentees to the deployed HQs. Therefore, they shall be named by MCPU TCNs during the force generation process.

0316. **CJTF/J4/POL.**

a. An officer is appointed CJTF/J4/POL during the MCPU planning process. The volunteering nation for this responsibility takes this position during the force generation process.

b. This officer takes part in the operational planning process and liaises with P&CC representatives coordinating all meetings and milestones. They ensure liaison between the P&CC, HN, JLSG, TCN and NSPA if needed.

0317. **JLSG HQ/S&S/Class III cell.** Class III personnel from the S&S branch will coordinate the fuel supply chain at theatre level for joint operations. MCPU will report to the Class III S&S branch. Class III augmentees should preferably be appointed by MCPC-CB members.

0318. **MCPU C2. (Annex A)**

a. The MCPU is a subordinate unit of the Joint Logistic Support Group (JLSG), under the OPCON of the JLSG HQ Commander.

b. MCPU HQ is split into two cells to command the MCPU subunits under its tactical control (TACON): MCPU Commander Cell and MCPU Coordination Cell.

i. **The MCPU Commander Cell** is responsible for command and control of the actions of the MCPU subunits. This cell is composed of the MCPU Commander, provided by the KRN, and their deputy.

ii. **The MCPU Coordination Cell** main mission is to ensure the consistency of the deployment's Class III sustainment between MCPU components on the field, JLSG HQ and HN. This cell is in charge of coordination with the JLSG HQ /S&S/M&T, which is primarily responsible for Class III support / movement control of the deployment. Regarding the planning process, this cell coordinates actions with all stakeholders. This cell is responsible for accounting for fuel.

c. **MCPU SUBUNIT Command Platoon (MCPU SUB CDT)**. Its areas of responsibility can be: POL product quality surveillance, POL maintenance, CIS and field medical support to MCPU, fire/pollution protection.

d. **MCPU Bulk Fuel Installation (BFI) platoon (MCPU-BFI)** is the entry point for fuel within MCPU. Providers deliver fuel to its storage facility. It ensures storage, quality check and delivery to the other platoons.

e. **MCPU Transport Platoon (MCPU-TPT)** delivers fuel from BFI to ground/air Forward Bulk Fuel Installation (FBFI).

f. **MCPU Air Forward Bulk Fuel Installation (MCPU-AFBFI)** can be in an air base or deployed tactically to fuel fixed / rotary-wing aircraft.

g. **Forward Arming and Refuelling Point (FARP)** is designed to provide the fuel and ordnance necessary for highly-mobile and flexible helicopter operations. The MCPU will contribute the fuel assets.

0319. **MCPU CIS**

a. JLSG is responsible for the provision of CIS (computer with access to mission network, phone or radio) to MCPU Commander Cell in order to communicate and exchange orders and reports.

b. KRN is responsible for the provision of CIS (computer, phone or radio) to all MCPU platoon leaders in order to establish communication and exchange orders and reports between MCPU Commander and platoon leaders.

c. MCPU Commander will receive orders and send reports to JLSG through the current LOGFAS, LOGFS when delivered.

d. KRN is responsible for providing an accounting system to platoons. Orders and reports are exchanged between MCPU Commander and platoons through this system. The current LOGFAS, LOGFS when delivered, is to be used for this process if possible.

0320. **ORDERS - REPORTS AND RETURNS (ANNEX B)**

a. **MCPU ORDERS.** MCPU Commander gives orders through different kinds of paperwork such as OPORD, WNGO and FRAGO. OPORD no. 1 must be sent prior to the deployment IOT give orders, directives and guidance for MCPU subunits.

b. **MCPU BATTLE RHYTHM**

i. **REPORTS and RETURNS.** MCPU must use standard reports and returns, following the JLSG battle rhythm. A table in Annex B gives a useful report and return example.

ii. **EMERGENCY REPORT.** Principles:

a) Effective incident handling will always take priority over exercise activity;
b) HN views and wishes should be given full consideration at all times;
c) Immediate initial report up the deployment chain of command is essential.

0321. MCPU REAL-LIFE SUPPORT

a. Each TCN includes MCPU members in the national Statement of Requirement (SOR) presented to the nation in charge of HNS.

b. Each TCN will pay the HN directly for the support provided. MCPU KRN will not interfere between TCN and HN.

c. The SOR must cover all support needed: transportation from/to port of disembarkation/embarkation (POD/POE) to/from final location, engineering works, fixed or soft facilities rental, accommodation, catering and services such as laundry and health support.

d. Maintenance for MCPU vehicles, facilities and equipment is a TCN responsibility.

e. Maintenance for POL parts of MCPU vehicles and other technical equipment can be done by MCPU command platoon if in line with national regulations and with provision of spare parts.

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CHAPTER 4 FUEL-HANDLING PROCEDURES

0401. QUALITY SURVEILLANCE FOR FUELS

0401.1 All the procedures for guaranteeing product quality in an MCPU are specified in STANAG 3149/AFLP-3149 – Minimum Quality Surveillance for Fuels. The field laboratory deployed must be able to meet these requirements.

0402. CUSTOMERS – CONSUMPTION

0402.1 Each nation, company and agency which uses fuel from the MCPU for its own consumption is considered as a customer, even if they are/belong to a nation that is part of the MCPU. Each entity receiving fuel establishes a list of individuals authorized to order fuel and sign the associated delivery voucher.

0402.2 MCPU internal consumption is also part of the national consumption.

0403. FUEL PROVISION

0403.1 The unit system for measuring and accounting for fuel will be set out in the IA by the KRN, which will specify whether fuel volumes are to be corrected to 15°C, or converted to mass in kg.

0403.2 Fuel traceability is essential.

0403.3 Fuel is provided to MCPU following the procedure established during the planning process. The providers can be:

a. Host Nation. HN may provide fuel directly from its military storage or through its own contracts. A specific agreement shall be established between KRN and HN, out of the SOR process.

b. NSPA may establish a specific contract between KRN and a local provider.

c. A contractor. KRN would establish a contract directly with the contractor.

d. An MCPU member who can provide fuel directly from its military storage or through its own contracts. The KRN will need to establish a contract with this MCPU member.

e. All provision of fuel shall be traced in accordance with STANAG 2034 - NATO STANDARD PROCEDURES FOR MUTUAL LOGISTIC

ASSISTANCE/Annex C.1.5 signed by both parties: provider and MCPU representative.

0403.4 All providers must respect segregation between products and use dedicated tanks to deliver jet fuel and other products.

0403.5 The volume of fuel provided to MCPU storage facilities must be checked by the MCPU representative with internal gauging tools, and reported on the voucher.

0403.6 Regarding the operational concept, there may be one or more fuel receipt points within the MCPU.

0404. MCPU INTERNAL OPERATIONS AND DELIVERY

0404.1 Storage in BFIs must be separate for each product. It is strictly forbidden to mix jet fuel and other fuels.

0404.2 Volume in BFIs are checked on a daily basis and reported to the MCPU Commander. Volume transferred is checked by both parties, even in the case of products exchanged between MCPU members.

0404.3 A C-type quality check is to be performed on a sample taken directly from the MCPU providing tank before any product delivery.

0404.4 MCPU can store and deliver air fuels (F-34/F-35/F-44/F-18), ground fuels (F-34/F-35/F-63/F-54/F-67) and maritime fuels (F-76). Regarding the number of fuels, P&CC will try to apply SFP if this is possible for the TCNs.

0404.5 P&CC will limit the number of fuels delivered as much as possible, for example F-34/F-54/F-63/F-76.

0404.6 MCPU can store and distribute several types of fuel, even if the planning process will try to stick to the SFP.

404.7 Fuel is delivered from:

a. Main BFI to Forward BFIs, by transportation platoon, using voucher in Annex G.

a. Main BFI to customer tank truck, using voucher in Annex F and form at Annex H.

b. Forward BFI to user customer (rotary or fixed wing), Annex F.

c. Forward BFI to customer tank truck, using voucher in Annex F and form at Annex H.

d. MCPU BFI to MCPU internal customer, using voucher in Annex F.

e. Provider to customer (ships), using voucher in Annex F.

0404.8 After loading fuel, BFI shall provide the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) transport document or equivalent document as required by HN for the transport unit.

0405. LOSSES AND GAINS

0405.1 Normal losses and gains are inherent to fuel handling due to temperature and transfer processes. Normal losses are losses which occur during handling process, when operator's actions are in line with POL processes. An average amount of 1% per month is acceptable for those normal losses. In case of normal losses (difference between inload and outload volumes), a losses voucher is issued (see Annex I). These normal losses will be recorded by the accountant and included in the final pricing for customers.

0405.2 Abnormal losses are those which occur when an operator does not comply with POL processes, is responsible for a crash or fails to check a delivery voucher (DV) properly. In case of abnormal loss, a losses voucher is issued. The nation responsible for this loss is responsible for the reimbursement of the quantity lost.

0405.3 The process to charge or credit normal losses and gains must be described in the IA.

0406. CUSTOMER FUEL REQUEST

0406.1 Each entity receiving fuel establishes a list of individuals authorized to order fuel and sign the associated DV.

0406.2 When an entity wishes to request fuel supply, it follows the MCPU request and delivery procedures (see Annex C) and completes the MATDEMRESP form (see Annex D). All customers shall plan fuel demand forecast in order to allow MCPU to prepare the mission (resupply BFI, transfer BFI to TPT Platoon, etc.) whenever possible.

0406.3 Customers shall stick to the JLSG battle rhythm.

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CHAPTER 5 FINANCIAL PROCEDURES

0501. PRINCIPLES

0501.1 Since MCPU is voluntarily generated by nations, MCPU relies on the principle that ‘costs lie where they fall’. Costs for deployment and real-life support are borne by TCNs. Fuel delivered by MCPU will be invoiced to and paid by the supported TCNs, commercial companies and agencies receiving fuel.

0501.2 MCPU-contributing nations will make no financial benefits out of the MCPU fuel supply activity.

0501.3 Nevertheless, some specific costs or benefits shall not be borne by MCPU nations:

- Losses and gains arising from fuel transfers.
- Installation costs related to engineering works, rental of joint facilities or equipment, fuel provision contracting fees, etc.

0501.4 Regarding the planning process and specific agreements, specific costs described above can be included in the final retailing fuel price to TCN, common funded (if agreed by Resource Policy and Planning Board (RPPB)), or receive specific multinational funding (if agreed by some nations participating in the exercise/operation).

0501.5 The preferred option is for the HN to be the owner of the fuel, but the KRN or contractor providing the fuel can take on ownership if the HN is unable to do so. In any case, MCPU will carry out accounting operations on behalf of the owner, who will invoice customers. This process shall be fully described in the proper agreement.

0502. PRICING

0502.1 MCPU activity shall cover all related costs such as normal losses or specific costs.

0502.2 If KRN owns the product, the price construction will be as such: Price per litre = purchase price per litre + taxes (if applied) + extra costs (total amount of extra costs divided by the number of litres delivered by MCPU). If the HN or provider owns the product, they will have the freedom to determine the pricing mechanism. The pricing mechanism used must be specified in the agreement so that TCNs are able to see how prices are determined. It must include the extra costs.

0502.3 The total amount of extra costs is the sum of normal losses and specific costs, if those costs are not borne by multinational or common funding.

0502.4 If the MCPU provider delivers fuel directly to a customer, the price paid by this customer shall be the final MCPU price.

0503. **TAXES**

0503.1 In principle, provision of fuel to NATO operations or exercises is tax-free.

0503.2 If the MCPU receives fuel from a contractor, this contractor shall apply the level of taxes decided by HN on its invoices to avoid complications in the reimbursement process.

0503.3 During the planning process, P&CC will confirm with HN the tax exemption for fuel delivery during the exercise/operation. Therefore, the tax component should be at zero.

0504. **AGREEMENTS**

0504.1 A specific agreement shall be developed between all fuel providers and MCPU, specifying all operations, accounting and invoicing processes.

0504.2 If the provider is HN, a specific agreement, separate to the Real Life Support MoU shall be developed, depicting the delivery, accounting and pricing process.

0504.3 This agreement will specify prices, volumes, delivery locations, tax status and management of fuel remaining after the exercise or operation. It will detail all the processes involved; such as fuel supply, accounting and invoicing.

0504.4 If the KRN owns the product, no specific agreement shall be drawn up between NATO nations and KRN; STANAG 2034 shall apply. However, other MCPU customers such as NATO partners or commercial companies shall set up a specific agreement with KRN depicting the accounting and invoicing process. Adoption of STANAG 2034 procedures can be the easiest way to proceed.

0505. **INVOICING**

0505.1 If KRN owns the products, it will edit and send the invoices after signature of the delivered volume report.

a. NATO nations will apply the STANAG 2034 process.

b. Non-NATO TCNs, commercial companies and agencies will apply the agreed process.

0505.2 This invoice will detail the payment process. Should KRN not be the owner of the products delivered, invoices will be produced directly by the owner.

0506. PAYMENT

0506.1 KRN should follow the guidelines in STANAG 2034, which require payment within 45 days, though owners of the product other than KRN may select different time periods for payment.

0507. PRE-FUNDING

0507.1 If KRN is not able to purchase the fuel for the MCPU, a pre-funding process can be set up. In that case, all TCNs, companies and agencies requiring support of MCPU shall pre-fund the KRN for the provision of fuel.

0507.2 For that purpose, customers will express their fuel requirements for the exercise/operation. KRN will evaluate the provision price of this full requirement for a deployment under 30 days or for 30 days of supply for a deployment longer than 30 days. KRN may request the payment of 75% of this amount as pre-funding, which will be deducted from the final invoice.

0507.2 Should the deployment exceed 30 days, KRN may renew this process once a month to own all the necessary prefunding.

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CHAPTER 6 ACCOUNTING PROCEDURES

0601. PRINCIPLES

0601.1 All transfers of products must be traceable. Therefore, a specific voucher is written, co-signed with counterparts and delivered by the operator for each single operation. MCPU Commander will name in a specific document all the MCPU members allowed to sign the vouchers. Customers will name their members allowed to sign their vouchers, as well as their representative allowed to sign weekly, monthly, and final fuel consumption records. A list of these names with their signatures will be given to the MCPU Commander before the beginning of fuel provision.

0601.2 MCPU accountant will gather all vouchers every day and fill in the Accounting document (Annex E). They will list the daily amount of fuel in and out of the MCPU as well as the losses or gains.

0601.3 Once a week, MCPU Coordination Cell meets all supported TCNs, companies and agency representatives to sign the weekly report of all daily supply operations and the amount of fuel that the MCPU has delivered to each customer.

0601.4 At the end of the exercise/operation or, for enduring operations, on a periodic basis determined by the MCPU, MCPU Coordination Cell meets representatives of TCNs, companies and agencies to sign the delivered volume report.

0602. DELIVERY VOUCHER

0602.1 PROVIDER

For each fuel delivery to MCPU, a delivery voucher (DV) which indicates the volume, the fuel temperature and the type of fuel will be issued. The provider and the MCPU must sign this DV and each provider must name the people authorized to sign these vouchers. It is the responsibility of each MCPU subunit to provide these DVs to the MCPU accounting cell daily.

0602.2 CUSTOMERS

For each delivery from the MCPU to a customer, both the customer and MCPU are required to sign an external delivery voucher (see Annex F) which, at a minimum, indicates the volume at ambient temperature, the temperature of the fuel, the type of fuel and the date and time of refuelling. Each MCPU subunit must give these DVs to the MCPU Coordination Cell every day. The coordination cell will enter each DV onto the Accounting Document (see Annex E).

Based on the Accounting Document, the accountant will prepare a hard copy of all transactions for each customer every week. This document will be signed each week by both the customer and the MCPU.

During the final financial conference, a final invoicing document is issued by the provider based on the accounting data and associated paperwork, i.e. the DVs provided by MCPU. A separate account is to be prepared for each customer. This document is to list all the deliveries to the customer and only the entitled person can sign this invoicing document.

All deliveries are considered as consumed: there will be no reimbursement or financial compensation from provider to customers for fuel that is not consumed.

0602.3 **WITHIN MCPU FUEL OPERATIONS**

Each transfer between two MCPU units is written on a specific voucher, which is signed by both units. Each unit shall name the people authorized to sign these internal DVs (see Annex G).

Every day, it is the responsibility of each MCPU subunit to give these DVs to the MCPU Coordination Cell so the accountant can monitor the stock level. This procedure enables the MCPU Commander to track the losses within MCPU and also guarantee the traceability, the quality and the quantity of fuel.

In case of abnormal loss, a fuel unit transport losses voucher is issued; the nation responsible for this loss is required to pay for the fuel.

0603. **MCPU ACCOUNTING PROCEDURES**

0603.1 No specific accounting software will be used. See Annex E example.

0603.2 Every day, each MCPU subunit must give the MCPU Coordination Cell all the internal and external DVs that they have issued during the day. The fuel accountant must ensure that all DVs are entered on the Accounting Document. Once verified, the accountant can update the fuel stock level and archive the DVs.

0604. **CLEARANCES**

0604.1 SUPPORTED NATIONS/HOST NATION/PROVIDERS

All providers and customers must send to the MCPU a list of all individuals authorized to deliver or receive fuel to or from the MCPU. The list must specify the name, nationality and contact details, and should include a sample signature. This sheet must be sent before the first delivery of the exercise/operation to the MCPU Commander,

(see Annex J - Fuel network-POC NSE fuel manager / Annex K- Fuel network-POC Brigade fuel manager).

For short-term exercises/operations, the supported units must communicate their date of departure as soon as possible, so they can close all accounting procedures before leaving (sign the final invoicing document).

0604.2 **MCPU MEMBERS**

The MCPU Commander names the people of his unit who are authorized to sign the vouchers issued for fuel transfers between the provider and the MCPU. He also names the people of his unit who are authorized to sign the vouchers issued for fuel transfers between the MCPU and the final customers.

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CHAPTER 7 SECURITY AND ENVIRONMENT

0701. GENERAL

0701.1 This STANAG sets out the minimum standards. Where national or local standards are stricter, the more demanding standards should be applied.

0702. ENVIRONMENTAL PROCEDURES

0702.1 All MCPU members shall comply with environmental safety procedures established by MCPU Commander.

0702.2 Fuel transfers may generally only take place in specific protected areas.

0702.3 To mitigate the hazards of environmental contamination through fuel spills, leaders must choose an appropriate location, ensure spill containment kits are accessible, ensure secondary containment units are employed for large storage areas, ensure that personnel trained in environmental operations supervise fuel operations, and ensure personnel are trained on proper spill response. STANAG 7102/AFLP-7102 - ENVIRONMENTAL PROTECTION HANDLING REQUIREMENTS FOR PETROLEUM HANDLING FACILITIES AND EQUIPMENT provides guidance on environmental procedures, and is to be followed.

0703. FIRE PROCEDURES

0703.1 Open flames, cellular devices or smoking areas are forbidden within 50 metres of the fuel storage areas. In case of a fire, personnel must be trained on the use of firefighting equipment, which must be co-located with all fuel storage areas and easily accessible. For refuelling operations for fixed or rotary-wing aircraft, the minimum fire protection requirements defined in STANAG 3863 must be met. Organizations identified in STANAG 7179 shall apply within the MCPU.

0704. PHYSICAL SECURITY

0704.1 A security plan must be established by MCPU Commander for all MCPU locations.

0704.2 All civilian companies entering the MCPU location must be registered, and drivers identified and trained in terms of safety and security procedures.

0705. SAFETY

0705.1 MCPU location force protection is under the responsibility of MCPU Commander. However, should MCPU be included in a logistic base, they

may be reinforced for that purpose or hand over the responsibility to the logistic base force protection unit commander.

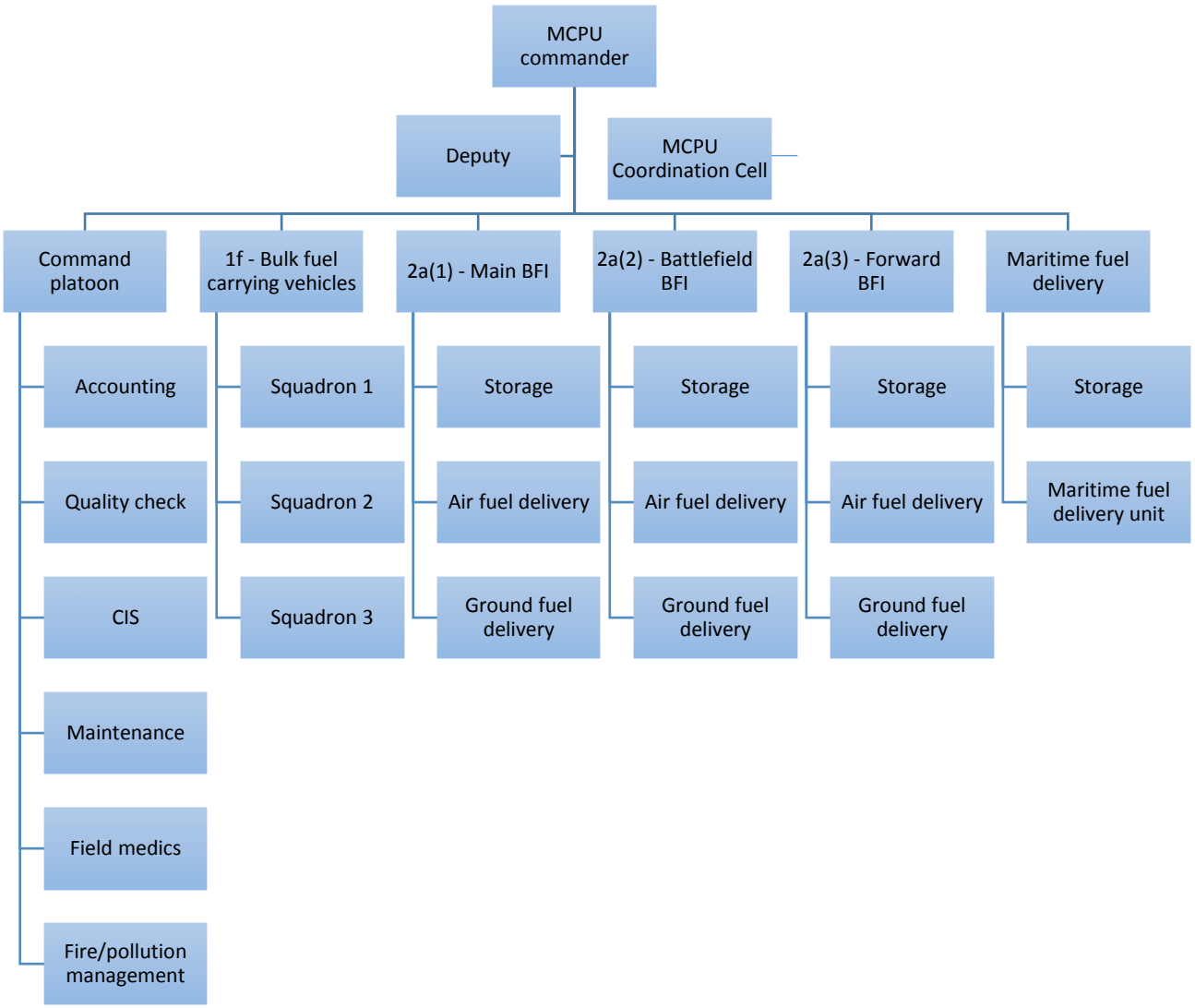
0706. PROCEDURES IN CASE OF AN INCIDENT / ACCIDENT

0706.1 Security plans must depict procedures for fires, spills or accidents within the MCPU locations.

0706.2 In case of an incident/accident involving a fixed or a rotary-wing aircraft, fuel deliveries must be stopped until all elements of the fuel supply chain involved in the refuelling of this aircraft are identified and quarantined. Quarantined assets may not resume operations until analysis shows fuel fully complies with the specification throughout the supply chain.

ANNEX A

GENERIC MCPU ORGANIZATION



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ANNEX B

REPORT AND RETURN – EXAMPLE

BATTLE RHYTHM AND R2

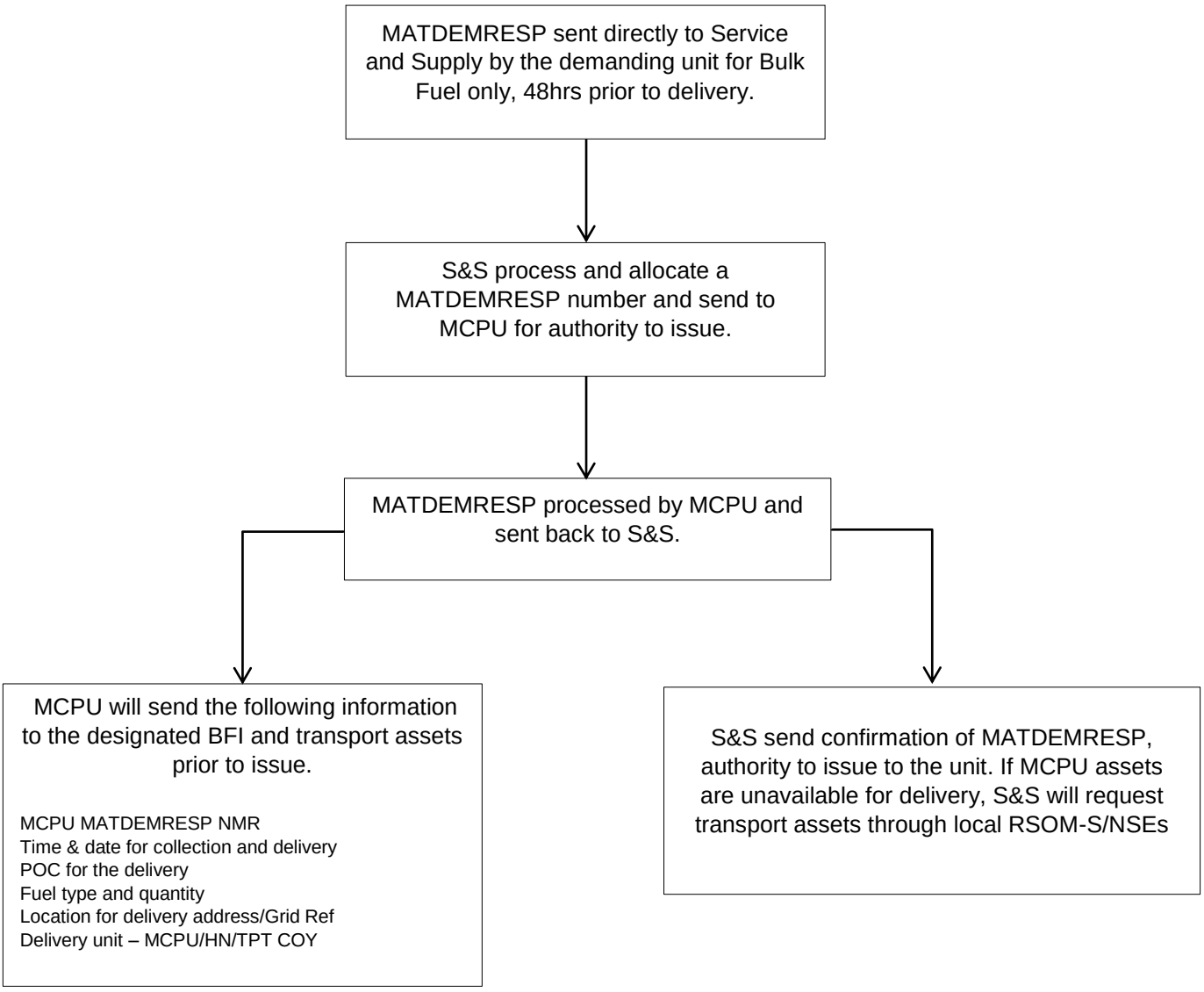
REPORT NAME	SHORT NAME	SUBORDINATE					TIMING (ZULU)		
		MCPU HQ	MCPU South	MCPU North	MCPU RSOM	MCPU FARP	FREQUENCY	HOUR to MCPU HQ	HOUR from MCPU HQ to JSLG HQ
SITUATION REPORT	SITREP	X	X	X	X	X	DAILY	0800 AM	1100 AM
INCIDENT SPOT REPORT J3	INCSPOTREP J3	X	X	X	X	X	AS REQ		
INTELLIGENCE REPORT	INTREP	X	X	X	X	X	AS REQ		
REQUEST FOR INFORMATION	RFI	X	X	X	X	X	AS REQ		
LOGISTIC ASSESSMENT REPORT	LOGASSESSREP	X	X	X	X	X	DAILY	0800AM	1100 AM
LOGISTIC UPDATE REPORT	LOGUPDATEREP	X	X	X	X	X	EVERY48 HOURS	TBD	TBD
MOVEMENT SITREP	MOVESITREP	X	X	X	X	X	DAILY	0800 AM	1100 AM
MOVEMENT SPECIAL OCCASION REP	MOVOC	X	X	X	X	X	AS REQ		
CIS SITUATION REPORT	CISSITREP	X	X	X	X	X	DAILY	TBD	TBD
MIJI WARNING REPORT	MIJIWARNREP	X	X	X	X	X	AS REQ		
DAMAGE CONTROL REPORT	DAMCONREP	X	X	X	X	X	EVENT DRIVEN		
ENVIRONMENTAL INCIDENT REPORT	ENVIRONINCREP	X	X	X	X	X	EVENT DRIVEN		
NBC REPORT	NBC1 REP	X	X	X	X	X	EVENT DRIVEN		
PERSONNEL REPORT	PERSREP	X	X	X	X	X	DAILY	0300 PM	0600PM
CASUALTY REPORT	CASREP	X	X	X	X	X	AS REQ		
GENDER EVENT/INCIDENT REPORT	GENDEREVTREP	X	X	X	X	X	EVENT DRIVEN		
GENDER/SEXUAL VIOLENCE REPORT	GENDERFIELDREP	X	X	X	X	X	EVENT DRIVEN		
9-LINER		X	X	X	X	X	EVENT DRIVEN		
DISEASE NOTIFICATION		X	X	X	X	X	EVENT DRIVEN		
DISEASED/DEAD ANIMALS		X	X	X	X	X	EVENT DRIVEN		

METHANE FORMAT

SER	DETAILS REQUIRED
1	**M – MILITARY DETAILS** Call sign, unit
2	**E – EXACT LOCATION OF INCIDENT** Minimum 6-figure UTM-grid and description
3	**T – TIME AND TYPE OF INCIDENT** Fire, explosion, Traffic accident, collapsed building etc
4	**H – HAZARDS IN THE AREA** Chemical, power cables, fire, hostile activity
5	**A – APPROACH ROUTES** for emergency vehicles & details of helicopter landing site
6	**N – NUMBER, NATIONALITY AND TYPE OF CASUALTIES** Rough estimation of severity of injuries required
7	**E – EXPECTED RESPONSE** What assets are available and what assets are needed?

ANNEX C

FUEL DEMAND PROCESS



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ANNEX D

MATERIAL DEMAND & RESPONSE (MATDEMRESP) TEMPLATE

UNIT **REQUESTING** **FUEL**	A	**Unit Requesting:**
	B	Request: 1. POC (Name and Phone Number): 2. Fuel type: 3. Unit of measure (as applicable): 4. Quantity required (litres): 5. Stocks on hand:
	C	Delivery: 6. Delivery Location & GRID: 7. Delivery DTG: 8. Delivery POC: 9. Pick up or supply: 10. Method: 11. Delivery criteria:
	D	Additional remarks other:
JLSG HQ SnS	E	**Demand Reference ID:**
MCPU	F	**Response Reference ID:**
	G	**MCPU** 12. Approval: YES ☐ NO ☐ 13. Refusal reason**:** *14.* Alternative solution: 15. BFI Location & GRID: 16. BFI DTG: 17. BFI POC: 18. Delivering Unit:
	H	**MCPU POC on delivery point:**
JLSG HQ SnS	I	**JLSG HQ SnS:** Validation YES ☐ NO ☐ Comment:

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ANNEX E TO
AFLP-7237

ANNEX E

ACCCOUNTING DOCUMENT – EXAMPLE

BFI SOUTH

RECEPTION F-54							
DATE	DV	MATDEM NMB	PROVIDER	HN VOL T15	BFI VOL T15	TYPE OF FUEL	CLIENT
19-sept.	2018/1		MARTENSEN TR CO	37227	37149	F-54	BFI SOUTH
19-sept.	2018/2		MARTENSEN TR CO	37240	37211	F-54	BFI SOUTH
24-sept.	2018/4		MARTENSEN TR CO	39742	39669	F-54	BFI SOUTH
26-sept.	2018/7		MARTENSEN TR CO	39718	39718	F-54	BFI SOUTH
26-sept.	2018/8		MARTENSEN TR CO	39711	39711	F-54	BFI SOUTH
27-sept.	2018/9		MARTENSEN TR CO	39731	39731	F-54	BFI SOUTH
21-sept.	2018/10		CIRCLE K	18382	18495	F-54	BELG RSOM
22-sept.	2018/11		CIRCLE K	18422	18495	F-54	BELG RSOM
26-sept.	2018/12	p document missir	CIRCLE K	16000	16000	F-54	BELG RSOM
4-oct.	2018/25		MARTENSEN TR CO	37833	37833	F-54	BFI SOUTH
4-oct.	2018/26		MARTENSEN TR CO	39819	39716	F-54	BFI SOUTH
8-oct.	2018/50		MARTENSEN TR CO	39794	39794	F-54	BFI SOUTH
8-oct.	2018/51		MARTENSEN TR CO	39744	39744	F-54	BFI SOUTH
8-oct.	2018/52		MARTENSEN TR CO	39741	39741	F-54	BFI SOUTH
8-oct.	2018/53		MARTENSEN TR CO	39820	39820	F-54	BFI SOUTH
9-oct.	2018/66		MARTENSEN TR CO	39750	39750	F-54	BFI SOUTH
9-oct.	2018/67		MARTENSEN TR CO	38765	38765	F-54	BFI SOUTH
9-oct.	2018/68		MARTENSEN TR CO	38760	38760	F-54	BFI SOUTH
10-oct.	2018/69		MARTENSEN TR CO	39740	39740	F-54	BFI SOUTH
10-oct.	2018/70		MARTENSEN TR CO	38732	38732	F-54	BFI SOUTH
10-oct.	2018/71		MARTENSEN TR CO	39726	39726	F-54	BFI SOUTH
10-oct.	2018/72		MARTENSEN TR CO	38751	38751	F-54	BFI SOUTH
10-oct.	2018/73		MARTENSEN TR CO	39742	39742	F-54	BFI SOUTH
10-oct.	2018/74		MARTENSEN TR CO	39741	39741	F-54	BFI SOUTH
11-oct.	2018/86		MARTENSEN TR CO	38754	38754	F-54	BFI SOUTH
11-oct.	2018/87		MARTENSEN TR CO	39763	39763	F-54	BFI SOUTH

RECEPTION F-34							
DATE	DV	MATDEM NMB	PROVIDER	HN VOL T15	BFI VOL T15	TYPE OF FUEL	CLIENT
19-sept.	2018/3		MARTENSEN TRPT COY	20000	20000	F-34	BFI SOUTH
24-sept.	2018/5		MARTENSEN TRPT COY	40000	40000	F-34	BFI SOUTH
25-sept.	2018/6		MARTENSEN TRPT COY	40000	40000	F-34	BFI SOUTH
16-oct.	2018/133		MARTENSEN TR CO	40000	40000	F-34	BFI SOUTH
18-oct.	2018/147		MARTENSEN TR CO	40148	40148	F-34	BFI SOUTH
18-oct.	2018/148		MARTENSEN TR CO	40148	40148	F-34	BFI SOUTH
19-oct.	2018/146		MARTENSEN TR CO	40148	40148	F-34	BFI SOUTH
24-oct.	2018/201		MARTENSEN TR CO	40148	40148	F-34	BFI SOUTH
28-oct.	2018/269		MARTENSEN TR CO	40192	40192	F-34	BFI SOUTH
29-oct.	2018/273		MARTENSEN TR CO	40192	40192	F-34	BFI SOUTH
31-oct.	2018/298		MARTENSEN TR CO	40192	40192	F-34	BFI SOUTH
31-oct.	2018/299		MARTENSEN TR CO	40192	40192	F-34	BFI SOUTH
1-nov.	2018/313		MARTENSEN TR CO	40192	40192	F-34	BFI SOUTH

RECEPTION BFI SOUTH | RECEPTION BFI NORTH | F-54 SOUTH | F-54 NORTH | F-34 SOUTH | F-34 NORTH | Sheet2 (2) | Sh

ANNEX E TO
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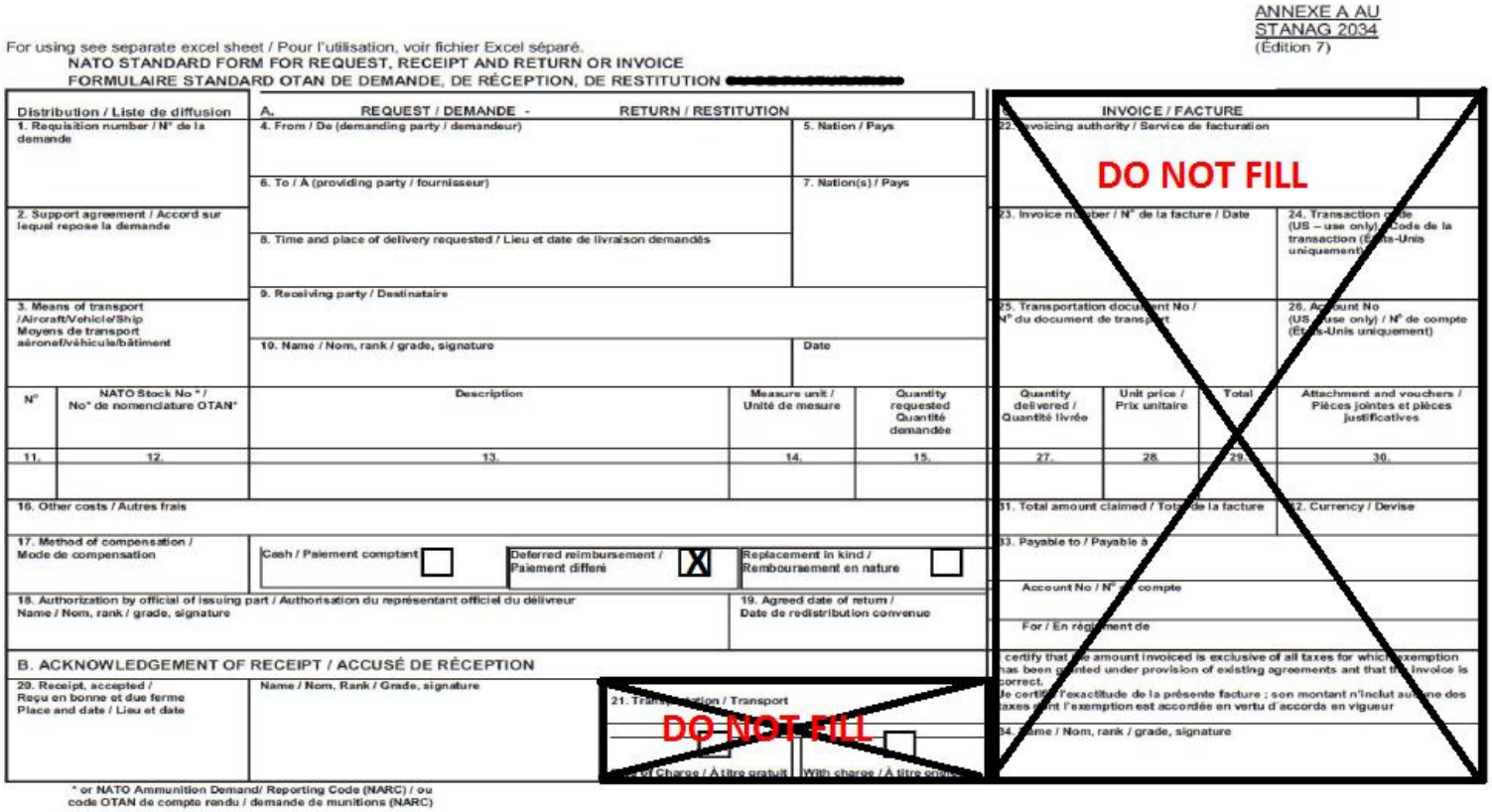
	GERMANY						LUXEMBOURG						ITALY				
2																	
3	DATE	PROVIDER	MATDEM NBR	NMR DV	BFI QTY	CTM QTY	DATE	PROVIDER	MATDEM NBR	NMR DV	BFI QTY	CTM QTY	DATE	PROVIDER	MATDEM NBR	NMR DV	BFI QTY
4	30-Sep	BFI S		2018/14	10003	10003	2-Oct	BEL SESSV		2018/20	560	560	30-Sep	BFI S		2018/15	10001
5	2-Oct	BELG SESSV		2018/21	211	211	3-Oct	BEL SESSV		2018/28	565	565	30-Sep	BFI S		2018/16	10002
6	28-Sep	BELG FRED		2018/23	11944	11944	4-Oct	BEL SESSV		2018/30	516	516	2-Oct	GER TRPT		2018/19	10000
7	1-Oct	BELG FRED		2018/18	11748	11748	5-Oct	BEL SESSV		2018/39	50	50	6-Oct	GER TRPT		2018/35	13066
8	4-Oct	BFI S		2018/24	18085	18085	7-Oct	BEL SESSV		2018/65	108	108	6-Oct	GER TRPT		2018/53	20113
9	3-Oct	BELG SESSV		2018/27	29	29	9-Oct	BEL SESSV		2018/77	505	505	6-Oct	GER TRPT		2018/54	10000
10	4-Oct	BELG SESSV		2018/31	139	139	11-Oct	BEL SESSV		2018/98	488	488	10-Oct	GER TRPT	MATDEMRESP 24	2018/80	14984
11	5-Oct	BELG SESSV		2018/32	15189	15189	13-Oct	BEL SESSV		2018/123	252	252	10-Oct	GER TRPT	MATDEMRESP 28	2018/85	29922
12	6-Oct	BFI S		2018/38	9062	9062	15-Oct	BEL SESSV		2018/124	648	648	12-Oct	GER TRPT	MATDEMRESP 34	2018/91	19934
13	5-Oct	BELG SESSV		2018/40	299	299	15-Oct	BEL SESSV		2018/129	193	193	18-Oct	GER TRPT	MATDEMRESP 59	2018/142	30003
14	7-Oct	BFI S		2018/43	17086	17086	17-Oct	BEL SESSV		2018/166	913	913	20-Oct	GER TRPT	MATDEMRESP 69	2018/161	10066
15	7-Oct	BFI S		2018/44	8035	8035	20-Oct	BEL SESSV		2018/179	1482	1482	20-Oct	BELG SESS		2018/181	607
16	7-Oct	BELG SESSV		2018/63	118	118	19-Oct	BEL SESSV		2018/173	141	141	23-Oct	US TPT	MATDEMRESP 87	2018/193	10022
17	8-Oct	BELG SESSV		2018/62	142	142	22-Oct	BEL FRED		2018/218	8249	8249	25-Oct	GER TRPT	MATDEMRESP 98	2018/226	30278
18	8-Oct	BELG SESSV		2018/60	1164	1164	21-Oct	BEL SESSV		2018/238	135	135	25-Oct	GER TRPT	MATDEMRESP 104	2018/227	15137
19	9-Oct	BELG SESSV		2018/78	147	147	30-Oct	BEL SESSV		2018/340	247	247	27-Oct	GER TRPT	MATDEMRESP 129	2018/267	15146
20	10-Oct	BELG SESSV		2018/79	814	814	2-Nov	BEL SESSV		2018/352	26	26	29-Oct	GER TRPT	MATDEMRESP 115	2018/275	20244
21	9-Oct	BFI S	MATDEMRESP 19	2018/82	64079	64079	5-Nov	BEL SESSV		2018/386	314	314	30-Oct	GER TPT	MATEDM 152	2018/294	19753
22	10-Oct	BFI S	MATDEMRESP 20	2018/81	67680	67680							2-Nov	GER TPT	MATDEM 183	2018/306	19221
23	10-Oct	BFI S	MATDEMRESP 25	2018/84	18976	18976							3-Nov	GER TPT	MATDEM 173	2018/373	15000
24	10-Oct	BFI S	MATDEMRESP 26	2018/83	7390	7390							4-Nov	GER TPT	MATDEM 192	2018/368	50363
25	7-Oct	BELG FRED		2018/92	30065	30065							6-Nov	GER TPT	MATDEM 187	2018/380	20146

RECEPTION BFI SOUTH | RECEPTION BFI NORTH | F-54 SOUTH | F-54 NORTH | F-34 SOUTH | F-34 NORTH | Sheet2 (2) | Sh

**ANNEX F TO
AFLP-7237**

ANNEX F
EXTERNAL DELIVERY VOUCHER (DV) – EXAMPLE

1. Just after the delivery, the MCPU gives a delivery voucher (STANAG 2034) to the receiving unit in order to confirm and to track the delivery.
2. The receiving unit shall keep this DV.
3. Example of DV (fill by MCPU unit):



ANNEXE A AU
STANAG 2034
(Édition 7)

For using see separate excel sheet / Pour l'utilisation, voir fichier Excel séparé.

NATO STANDARD FORM FOR REQUEST, RECEIPT AND RETURN OR INVOICE
FORMULAIRE STANDARD OTAN DE DEMANDE, DE RÉCEPTION, DE RESTITUTION [redacted]

Distribution / Liste de diffusion	A. REQUEST / DEMANDE - RETURN / RESTITUTION		INVOICE / FACTURE
1. Requisition number / N° de la demande	4. From / De (demanding party / demandeur)	5. Nation / Pays	22. Invoicing authority / Service de facturation — DO NOT FILL
	6. To / À (providing party / fournisseur)	7. Nation(s) / Pays	
2. Support agreement / Accord sur lequel repose la demande	8. Time and place of delivery requested / Lieu et date de livraison demandés		23. Invoice number / N° de la facture / Date — 24. Transaction code (US – use only) / Code de la transaction (États-Unis uniquement)
3. Means of transport /Aircraft/Vehicle/Ship Moyens de transport aéronef/véhicule/bâtiment	9. Receiving party / Destinataire		25. Transportation document No / N° du document de transport — 26. Account No (US – use only) / N° de compte (États-Unis uniquement)
	10. Name / Nom, rank / grade, signature	Date	

N°	NATO Stock No * / No° de nomenclature OTAN°	Description	Measure unit / Unité de mesure	Quantity requested Quantité demandée	Quantity delivered / Quantité livrée	Unit price / Prix unitaire	Total	Attachment and vouchers / Pièces jointes et pièces justificatives
11.	12.	13.	14.	15.	27.	28.	29.	30.

16. Other costs / Autres frais		31. Total amount claimed / Total de la facture — 32. Currency / Devise
17. Method of compensation / Mode de compensation	Cash / Paiement comptant ☐ — Deferred reimbursement / Paiement différé ☒ — Replacement in kind / Remboursement en nature ☐	33. Payable to / Payable à
18. Authorization by official of issuing part / Authorisation du représentant officiel du délivreur Name / Nom, rank / grade, signature	19. Agreed date of return / Date de redistribution convenue	Account No / N° de compte
		For / En règlement de

B. ACKNOWLEDGEMENT OF RECEIPT / ACCUSÉ DE RÉCEPTION

20. Receipt, accepted / Reçu en bonne et due forme Place and date / Lieu et date	Name / Nom, Rank / Grade, signature	21. Transportation / Transport — DO NOT FILL — Free of Charge / À titre gratuit ☐ — With charge / À titre onéreux ☐	I certify that the amount invoiced is exclusive of all taxes for which exemption has been granted under provision of existing agreements ant that the invoice is correct. Je certifie l'exactitude de la présente facture ; son montant n'inclut aucune des taxes dont l'exemption est accordée en vertu d'accords en vigueur — 34. Name / Nom, rank / grade, signature

* or NATO Ammunition Demand/ Reporting Code (NARC) / ou code OTAN de compte rendu / demande de munitions (NARC)

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ANNEX G

INTERNAL DELIVERY VOUCHER – EXAMPLE

PROVIDER	PROVIDING part Date: …….. Hour:…… Country:…… Rank:…… Type of Fuel NATO code):…….. Origin (place):……..	Mission reference:…… Unit:…… Name:……..		TRANSPORTING part Date: …….. Country:…… Rank:…… Tank truck number:…… Seals numbers:……	Unit:…… Name:……..		
N°	Quality 1 Density:…… Temperature:…… Colour:…… Aspect:…….. FSII:…….. Water:…… Conductivity:……	Quantity1: Volume at ambient in Litres:……. Density 15°C:…….. Volume at 15°C in Litres:……. Seals: Yes/ No	Agree on quality1 & quantity1 Signature:	Agree on quality1 & quantity1 Signature:			
	This DV shall be done in 2 copies (original to the Accounting cell – copy to the providing unit						
TRANSPORT	PROVIDING part Date: …….. hour:…….. Country:…… Rank:…… Type of Fuel (NATO code):…….. Origin (place):……..	Mission reference:…… Unit:…… Name:……..		TRANSPORTING part Date: …….. Country:…… Rank:…… Tank truck number:…… Seals numbers:……	Unit:…… Name:……	RECEIVING part Date:…… Hour:…… Country:…… Rank:…… Type of Fuel (NATO code):…… Destination (place):……	Mission reference:…… Unit:…… Name:……
N°	Quality 1 Density:…… Temperature:…… Colour:…… Aspect:…….. FSII:…….. Water:…… Conductivity :……	Quantity1: Volume at ambient in Litres:…… Density 15°C:…….. Volume at 15°C in Litres:……. Seals: Yes/ No	Agree on quality1 & quantity1 Signature:	Agree on quality1 & quantity1 Signature:	Agree on quality2 & quantity2 Signature:	Agree on quality2 & quantity2 Signature:	Quality 2 Density:…… Temperature:…. Colour:…… Aspect:…….. FSII:…….. Water:…… Conductivity:……	Quantity2: Volume at ambient in liters :…… Density 15°C:…….. Volume at 15°C in litres:….. Seals: Yes/ No
	This DV shall be done in 2 copies (original to the Accounting cell – copy to the transporting unit) (*) if disagree on quantity 2: fulfill a Fuel Units Losses Voucher						
RECEIVER	PROVIDING part Date: …… Hour:…….. Country:…… Rank:…… Type of Fuel (NATO code):…….. Origin (place):……..	Mission reference:…… Unit:…… Name:……..		TRANSPORTING part Date: …… Hour:…… Country:…… Rank:…… Tank truck number:…… Seals numbers:……	Unit:…… Name:……..	RECEIVING part Date:…… Hour:…… Country:…… Rank:…… Type of Fuel (NATO code):…… Destination (place):……	Unit:…… Name:……
N°	Quality 1 Density:…… Temperature:…… Colour:…… Aspect:…….. FSII:…….. Water:…… Conductivity: ……	Quantity1: Volume at ambient in litres:…… Density 15°C:…….. Volume at 15°C in Litres:…… Seals: Yes/ No	Agree on quality1 & quantity1 Signature:	Agree on quality1 & quantity1 Signature:	Agree on quality2 & quantity2 Signature:	Agree on quality2 & quantity2 Signature:	Quality 2 Density:…… Temperature:…. Colour:…… Aspect:…….. FSII:…….. Water:…… Conductivity:……	Quantity2: Volume at ambient in litres:…… Density 15°C:…… Volume at 15°C in Litres:…… Seals: Yes/ No
	This DV shall be done in 2 copies (original to the Accounting cell – copies to the receiving unit) (*) if disagree on quantity 2: fulfil a Fuel Units Losses Voucher						

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ANNEX H

MCPU **E1**

N° TANK TRUCK : **DATE :** **SHEET N°** _____ / _____

VOLUME BEFORE REFUELLING: **VOLUME AFTER REFUELLING:**

CUSTOMERS AND REFUELLED MATERIELS			**DISTRIBUTION OR DELIVERING**	
REGIMENT/COUNTRY	TYPE OF VEHICLE	NUMBER / TRAIL NUMBER	TYPE OF FUEL QUANTITY	RANK AND NAME OF DRIVER / SIGNATURE
TOTAL FUEL QUANTITY				**SIGNATURE OF THE PERSON IN CHARGE**

E1 FORM FOR FUEL TRANSACTIONS – EXAMPLE

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ANNEX I
FUEL UNITS TRANSPORT LOSSES VOUCHER – EXAMPLE

FUEL UNITS TRANSPORT LOSSES VOUCHER

Fuel losses due to transport by road

This voucher shall be used each time there is a discrepancy between quantity 1 & quantity 2 on the DV Transfer between fuel units.

Providing unit:……. Country:…….

Transporting unit:……Country:…….

Rank:…… Name:……. ID: …….

Vehicle type: …… Vehicle number:…….

Receiving unit:……. Country: …….

Rank:…… Name:……. ID: …….

Type of fuel (NATO Code): …….

Quantity of fuel loaded by the providing unit:

Quantity 1 (at 15°C in litres): …….

Quantity of fuel unloaded in the receiving unit:

Quantity 2 (at 15°C in litres):

Discrepancy = Quantity 1 – Quantity 2

Lost quantity (at 15°C in liters):

Authorized losses percentage = ……..1%

Authorized losses quantity = Quantity 1 x Authorized losses percentage = …….

Lost quantity < Authorized losses quantity ☐ Losses are charged to the receiving unit

Lost quantity > Authorized losses quantity ☐ Losses are charged to the transporting unit

Losses are due to mishandling by transport unit (lack of seals, neglect, fraud, responsible accident…)

Details:

……

……

……

Lost quantity > Authorized losses quantity ☐ Losses are charged to the shared cost

Losses are due to mishandling by transport unit (tactical damages, accident without responsibility, exceptional internal conditions…)

Details:

……

……

……

Date: ……..

Transporting unit representative signature	Receiving unit representative signature

This DV shall be done in 3 copies (original to the JLSG/POL Cell – Copy 1 to the transporting unit – Copy 2 to the receiving unit).

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ANNEX J
FUEL NETWORK – POC NSE FUEL MANAGER – EXAMPLE

FUEL	NATION	UNIT SUPPORTED	STANAG SIGNATURE RESPONSIBLE COORDINATE					
			Rank / first name / last name	UNIT	Professional email UN /phone for	Professional email /phone in your country	Invoicing address	Signature
F-54					Mail Tel	Mail: Tel:		
					Mail: Tel:	Mail: Tel:		
					Mail: Tel:	Mail: Tel:		
					Mail: Tel:	Mail: Tel:		
					Mail: Tel:	Mail: Tel:		
						Mail: Tel:		

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ANNEX K
FUEL NETWORK – POC BRIGADE FUEL MANAGER – EXAMPLE

FUEL	NATION	UNIT SUPPORTED	STANAG SIGNATURE RESPONSIBLE COORDINATE				
			Rank / first name / last name	UNIT	Professional email UN /phone for	Professional email /phone in your country	Signature
F-54					Mail: Tel:	Mail: Tel:	
					Mail: Tel:	Mail: Tel:	
					Mail: Tel:	Mail: Tel:	
					Mail: Tel:	Mail: Tel:	
					Mail: Tel:	Mail: Tel:	
						Mail: Tel:	

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**ANNEX L TO
AFLP-7237**

ANNEX L

LIST OF REFERENCE STANAGs/AFLPs

STANAG/AFLP	TITLE
1110/AFLP-1110	Allowable deterioration limits for NATO armed forces fuels, lubricants and associated products
1135/AFLP-1135	Interchangeability of fuels, lubricants, and associated products used by the armed forces of the NATO nations
1385/AFLP-1385	Guide specification (minimum quality standards) for naval distillate fuels (F-75 and F-76)
2034	NATO standard procedures for mutual logistics
2115	Fuel Consumption Unit
2536/AJP-4.7	Allied Joint Petroleum Doctrine
2946	Forward area refuelling equipment
3149/AFLP-3149	Minimum quality surveillance for fuels
3747/AFLP-3747	Guide specifications (minimum quality standards) for aviation turbine fuels (F-34, F-35, F-40 and F-44)
3863	Minimum Fire Protection for Aircraft Ground Operations
4605/AFLP-7	Tactical fuel handling equipment
5500/ADatP-3	NATO Message Text Formatting System (FORMETS); Concept of Formats (CONFORMETS)
7013/AFLP-10	Aircraft fuelling hazards zones
7029/AFLP-7029	Characteristics of aircraft fuelling hoses and couplings
7063/AFLP-7063	Methods of detection and treatment of fuels contaminated by micro-organisms
7093/AFLP-7093	Guide specification for NATO ground fuels
7102/AFLP-7102	Environmental protection requirements for petroleum facilities and equipment
7179	Planning Guidelines for Fire and Emergency Services Response to Major Fire and Emergency Incidents

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**ANNEX M TO
AFLP-7237**

ANNEX M
LIST OF ABBREVIATIONS

Text	Abbreviation
Air Forward Bulk Fuel Installation	**AFBFI**
Bulk Fuel Installation	**BFI**
Brigade Support Area	**BSA**
Communication and Information Systems	**CIS**
Combined Joint Task Force	**CJTF**
Delivery Voucher	**DV**
Forward Arming and Refuelling Point	**FARP**
Forward Bulk Fuel Installation	**FBFI**
Final Planning Conference	**FPC**
Fragmentary Order	**FRAGO**
Host Nation	**HN**
Host Nation Support	**HNS**
Implementing Agreement	**IA**
Initial Planning Conference	**IPC**
Joint Logistic Support Group	**JLSG**
Joint Logistic Support Group Head Quarters	**JLSG HQ**
Key Role Nation	**KRN**
Logistic Functional Area Services	**LOGFAS**
Logistic Functional Services	**LOGFS**
Main Bulk Fuel Installation	**MBFI**
Modular Combined Petroleum Capability	**MCPC**
Modular Combined Petroleum Capability Coordination Board	**MCPC CB**
Modular Combined Petroleum Unit	**MCPU**
Modular Combined Petroleum Unit Head Quarters	**MCPU HQ**
Multi National	**MN**
Memorandum of Understanding	**MoU**
Movement and Transportation	**M&T**
Main Planning Conference	**MPC**
NATO Supply and Procurement Agency	**NSPA**
Operational Control	**OPCON**
Operation Order	**OPORD**
Planning and Coordination Cell	**P&CC**
Petroleum, Oil and Lubricants	**POL**
Petroleum, Oil and Lubricants Command and Control	**POL C2**
Resource Policy and Planning Board	**RPPB**
Reception Staging and Onward Movement	**RSOM**
Single Fuel Policy	**SFP**
Sending Nation	**SN**
Senior National Representative	**SNR**
Statement Of Requirements	**SOR**
Supply and Services	**S&S**
Standardization Agreement	**STANAG**
Tactical Control	**TACON**
Troop Contributing Nation	**TCN**
Warning Order	**WINGO**

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