Kuwait Truck Transportation Solicitation SPE602-26-Q-0702

Questions and Answers

1. Is this is a brand new contract or is there is (was) an incumbent performing these services. If not brand new, could you please provide the current / previous contract number?

   This is a follow-on procurement to SPE602-22-R-0715. The current contract is awarded to SABA Group International General Trading and Contracting Company WWL.

2. May a company incorporated and headquartered outside Kuwait (e.g., a UAE-based company) submit an offer as the Prime Contractor under Solicitation SPE602-26-R-0710 (now SPE602-26-Q-0702)?

   This acquisition is full and open competition; companies outside of Kuwait are welcomed to submit offers.

3. Section 1.5.1 references licenses and permits required to operate and conduct business within Kuwait. Must the Prime Contractor itself possess a Kuwait business license at the time of proposal submission and/or contract award, or may this requirement be satisfied through a Kuwait-based subcontractor or teaming partner?

   A subcontractor may provide the required documentation to fulfill Kuwait licensing and permitting so long as all supporting subcontracting/teaming documentation is included in the Prime Contractor's proposal.

4. May the Prime Contractor rely on a Kuwait-based subcontractor's fuel transportation permits, KNPC/KAFCO approvals, facility access permissions, and local operating authorizations for contract performance, provided that a formal subcontracting or teaming arrangement is in place?

   A formal subcontracting or teaming arrangement does not transfer ultimate regulatory or contractual accountability away from the Prime. The Prime Contractor remains solely and fully responsible for ensuring that all subcontractors strictly meet these local requirements and that all supporting documentation is included in the Prime Contractor's proposal.

5. If tank trucks, drivers, depot facilities, and operational support are provided by a subcontractor, what specific documentation should be included in the proposal to demonstrate compliance with the solicitation requirements and availability of those resources?

   Reference FAR 52.212-1 INSTRUCTION TO OFFERS – COMMERICAL PRODUCTS AND COMMERCIAL SERVICES (FEB 2026) in the RFQ.

6. For the Transportation Plan required under PWS Section 5.1.3, may the Prime Contractor include subcontractor-owned assets and personnel as committed contract resources if supported by a teaming agreement, subcontract commitment letter, or similar documentation?

   Reference FAR 52.212-1 INSTRUCTION TO OFFERS – COMMERICAL PRODUCTS AND COMMERCIAL SERVICES (FEB 2026) in the RFQ.

7. For purposes of technical evaluation and responsibility determination, will DLA evaluate the combined capabilities and resources of the Prime Contractor and its subcontractor(s) where key transportation assets, licenses, permits, and personnel are provided by the subcontractor?

   Reference FAR 52.212-1 INSTRUCTION TO OFFERS – COMMERICAL PRODUCTS AND COMMERCIAL SERVICES (FEB 2026) in the RFQ.

8. If a subcontractor provides the transportation assets and local operating capability, are copies of the subcontractor's business license, permits, fleet information, and supporting documentation acceptable as part of the Prime Contractor's proposal submission?

   Reference FAR 52.212-1 INSTRUCTION TO OFFERS – COMMERICAL PRODUCTS AND COMMERCIAL SERVICES (FEB 2026) in the RFQ.

9. Please confirm whether a U.S.-based prime offeror may satisfy the Kuwait host nation license/permit requirements through a Kuwait-registered subcontractor or teaming partner, provided the proposal includes the subcontractor's applicable licenses, permits, insurance, asset/personnel documentation, depot information, and written teaming/subcontract commitment.

   Reference FAR 52.212-1 INSTRUCTION TO OFFERS – COMMERICAL PRODUCTS AND COMMERCIAL SERVICES (FEB 2026) in the RFQ.

10. Are the Section B quantities estimates under a requirements contract? Please state the guaranteed minimum and the maximum the Government may order.

    The Section B quantities are maximum quantities that the Government may require transportation services for. This is a requirements contract and there is no guaranteed minimum order quantity.

11. Can the Government share indicative monthly/seasonal demand profiles per lane for planning?

    This is a requirements contract and additional information will be provided upon award.

12. Please confirm the exact loading locations for KAFCO, KNPC Subhan/Ahmadi, KNPC Mina Refinery, and Camp Buehring, and the precise delivery points for Ali Al Salem, Al Jaber, and "all other DFSP Kuwait locations."
    This information will be provided upon award of the contract.

13. For "all other DFSP Kuwait locations," please identify the candidate destinations so distances and cycle times can be priced.

    The CLINs that have All other DFSP Kuwait locations identified as destination will be used to order fuel transportation services to locations within Kuwait that will be identified during the course of the contract PoP.

14. Must aviation (JA1/JP8) tankers be dedicated solely to aviation for the term, or are epoxy-coated multi-use tankers acceptable with cleaning/certification between grades per QAP E1?

    Please reference PWS Section 2.4.1.1 and 2.4.1.2 for information regarding aviation fuel and epoxy-coated tank requirements.

15. Is there an approved-tanker list or pre-registration, and what is the lead time for tanker inspection/approval before deliveries may begin?

    Reference PWS section 2.3.1

16. Is the 0.5% loss tolerance applied per load or averaged per CLIN over the bi-weekly invoice period, and how do gains offset losses?

    The offset will be determined by the average of daily gains/losses per CLIN over the invoice period. See PWS section 4.3.4.1.

17. At what point is quantity measured for invoicing, and which party supplies and calibrates the receipt meter?

    Invoice quantity will be determined at the time of truck loading. The calibrated receipt meter will typically be provided by the Offeror. See PWS section 4.0 Quantity Requirements.

18. Please confirm loads below the 8,000 USG minimum are invoiced at 8,000 USG, and whether sub-minimum loads are anticipated.

    There may be occasions that a load of less than 8,000 USG will be ordered. In such instances, the invoice may be paid on the basis of the standard 8,000 USG load.

19. What is the required delivery window/transit time after an order, and the consequence for late delivery?

    Each delivery will have specific date and timeframe requirements included in the fuel transport order provided by the Government. See PWS section 2.5. Failure to meet delivery order requirements will result in adverse rating of contractor performance and may ultimately lead to contract termination.

20. Is any detention/standby compensation payable if Government-controlled loading or discharge is delayed?

    Detention pay is not authorized under this contract.

21. Is the six-month option (FAR 52.217-8) performed at the same per-gallon rates, and does any U.S. Department of Labor wage determination apply to performance in Kuwait?

    Offerors may propose a different rate to apply to the six-month extension. Attachment 6 – OSP_Offeror Bid Sheet allows separate pricing inputs. The applicable labor standards are determined by the host country's labor laws and any applicable international agreements, not by U.S. DOL wage determinations.

22. For the Section F4 additional-trucks provision (up to 10%), is the 10% measured on truck count or volume, and what is the daily price basis?

    This is a requirements contract and additional trucks may be required if mission dictates. The fuel market may be used in determining the daily price.

23. Are the KAFCO insurance certificates (Attachment 3) required with the proposal or upon award, and is a list of KAFCO-approved Kuwaiti insurers available?

    Insurance certificates should be provided as part of the Offeror's proposal. However, if not available at this time, certificates must be provided to the Government prior to award and beginning of contract performance.

24. Beyond active SAM and JCCS registration, is any additional registration or vetting required before award?

    Offeror is required to complete all Kuwait specific business and licensing activities prior to award.

25. What is the daily fuel quantity required per location by the customer, measured in liters or gallons?

    Daily quantity requirements will be determined by mission requirements and is measured U.S. Gallons (USG).

26. What are the distances from the filling point to the discharge point for each location?

    Distances will vary based on the shipping and destination points identified in the ordered upon CLIN.

27. What is the approximate waiting time at the discharge location, including security checks and off-loading procedures? If trucks are required to remain on-site due to delays in off-loading, will demurrage fees be permitted under the contract terms?

    Location operations hours are provided to minimize waiting time. It will be the contractor's responsibility to plan loading and routing to maximize asset efficiency. Demurrage fees are not permitted under the terms of the contract.

28. What is the anticipated discharge rate of the truck, measured in USG (US gallons) per minute?

    No specific discharge rate is required under the contract terms. Industry standard fuel transfer equipment is expected to be provided and utilized by the contractor.

29. Must the truck be equipped with a discharge pump on the unit, or will pump equipment be provided at the discharge location?

    Contractor is responsible for pumps and appropriate fittings for trucks, Point of contact for coordination of discharge will be provided upon award.

30. If the truck must have an onboard discharge pump, what is the preferred pump speed specification at the delivery point?

    No specific discharge rate is required under the contract terms. Industry standard fuel transfer equipment is expected to be provided and utilized by the contractor.

31. When is the anticipated contract award decision date, and how many days will be allocated for mobilization and operational setup by the successful contractor?

Contract Award is anticipated on or around second week of August 2026. Contract performance begins 1 October, 2026.

32. Please provide the distances of various DFSP (Downstream Fuel Storage Point) locations from the designated loading point and specify the required discharge quantities for each location.

    Distances and quantities will vary based on mission requirements. DFSP (Defense Fuel Supply Point)

33. What is the approximate time required to complete fuel discharge operations at each location?

    Location operations hours are provided to assist with coordination of discharge.
    Reference PWS 2.1

34. Given the current geopolitical environment and the 36-month contract term (plus 6-month option), if security-related circumstances cause extended off-loading times, will the contract permit the contractor to claim demurrage fees for any additional time beyond the standard off-loading window?

    Demurrage fees are not permitted under the terms of the contract.

35. Given the current geopolitical environment and the 36-month contract term (plus 6-month option), If key input costs to the contract (such as fuel, labor, or transportation costs) change materially during contract performance, will the contract allow for an equitable adjustment to compensate for these increases?

    Any pricing changes would require negotiation.

36. Solicitation states this is a requirements contracts and the quantities listed are not guaranteed, however is there a minimum order guarantee per year?

    There is no minimum guarantee. All quantities ordered will be dictated by mission need.

37. Bases in GCC remain in a conflict elevated security posture on a day to day basis with many services unavailable at this time. Will DLA expedite or facilitate the issuance of the badges with Military or provide escorts in Kuwait?

    The Contractor is responsible for all facility access requirements. DLA will not provide escort personnel.

38. Solicitation states: It is anticipated a certain number of trucks will be loaded daily at each fuel source and after loading sent straight to the receiving activity. A sufficient number of trucks must be available to meet the daily load requirement, including replacement truck(s) if needed. Is there a minimum number of dedicated trucks that vendor must provide in order to meet solicitation / award requirements?

    The Offeror will be responsible for determining the adequate level of transport capacity based on the overall maximum solicited quantities.

39. Can you advise how many trucks are currently under current contract?

    Reference sam.gov for previous Kuwait Truck Transportation solicitation.

40. Solicitation states: The contractor shall provide services 24 hours per day and seven days a week including weekends and holidays, except as noted below for Ramadan and extreme heat conditions. 24/7 requires at least 3 drivers per truck and 3 supervisors at each loading site based on standard 8 hour shifts and solicitation requirements. Solicitation requests truck lists and equipment details. Do we also need to demonstrate that a sufficient number of drivers and personnel are also available?

    Yes, please provide all applicable details regarding your offer and organizational capabilities.

41. Will the Government accept a U.S. prime contractor using a Kuwait-based fuel transportation subcontractor for tanker assets, drivers, permits, depot, recovery, and KAFCO/KNPC access support?

    Reference FAR 52.212-1 INSTRUCTION TO OFFERS – COMMERICAL PRODUCTS AND COMMERCIAL SERVICES (FEB 2026) in the RFQ.

42. Must the Kuwait subcontractor also be registered in JCCS, or is JCCS registration required only for the prime contractor?

    Currently only the Prime contractors are required to register in JCCS.

43. Are existing KAFCO and KNPC tanker approvals, access passes, and permits under the Kuwait subcontractor acceptable if the prime contractor remains fully responsible for performance?

    Reference FAR 52.212-1 INSTRUCTION TO OFFERS – COMMERICAL PRODUCTS AND COMMERCIAL SERVICES (FEB 2026) in the RFQ.

44. What is the minimum number of tank trucks and drivers expected to be available at contract start?

    Contractor will determine appropriate equipment and staffing levels required to meet the mission.

45. Can leased or subcontractor-owned tankers be proposed, provided they meet KAFCO, KNPC, and DLA inspection requirements?

    Reference FAR 52.212-1 INSTRUCTION TO OFFERS – COMMERICAL PRODUCTS AND COMMERCIAL SERVICES (FEB 2026) in the RFQ.

46. Will the Government provide the historical monthly or annual transported volume under the incumbent contract, by CLIN or route?

    The Government will not be disclosing current contract performance details.

47. Please confirm whether pricing shall be submitted per U.S. gallon transported for each CLIN/route.

    Invoices shall be submitted in USG. See PWS section 4.3.3 for invoicing details.

48. Can the Government provide the incumbent contractor name, current contract number, and awarded contract value for market research and pricing assessment?

    The current contract, SPE602-23-D-0476 is awarded to SABA Group International General Trading and Contracting Company WWL.

49. Are all proposed trucks required to be dedicated only to DLA operations, or can approved trucks be used for other work when not assigned to DLA fuel transport orders?

    The contractor is responsible for fleet allocation and maintaining adherence to all contract requirements.

50. For Ali Al Salem deliveries, what is the current expected processing time for KMoD J2 passes and installation access approvals?

    Reference PWS section .5.2 in the RFQ.

51. Please confirm whether the same tanker trailers currently designated for transporting JP8 fuel may also be utilized for the transportation of Jet A-1 fuel, provided all applicable quality assurance, cleaning, and regulatory requirements are met.

    Please reference PWS Section 2.4.1.1 and 2.4.1.2 for information regarding aviation fuel and epoxy-coated tank requirements.

52. Please clarify whether tanker trailers used for Diesel Fuel No. 2 (DF2) may also be utilized for the transportation of Motor Gasoline (MOGAS), subject to compliance with fuel quality and contamination prevention requirements.

    Please reference QAP E1 when determining which fuels may be transported by the same vehicle and cleaning requirements when products are switched.

53. Please provide the anticipated average and maximum waiting times at delivery points for loading, offloading, inspection, and documentation processing. This information is required for operational planning and resource allocation.

    Fuel transfer operations wait times will vary by location and daily volume requirements. It will be the contractor's responsibility to plan loading and routing to maximize asset efficiency.

54. Are fuel deliveries authorized on a 24-hour, 7-day-a-week basis, including weekends and holidays, or are there specific delivery windows applicable to individual receiving locations?

    Each source and destination location will have varying operational rules and hours of operation. It will be contractor's responsibility to fulfill delivery orders within those operating parameters. Reference PWS Section 2.0

55. Please clarify the expected mobilization period following contract award and receipt of Notice to Proceed (NTP), including any minimum readiness requirements prior to commencement of operations.

Contract Award is anticipated on or around second week of August 2026. Contract performance begins 1 October, 2026.

56. Kindly provide a complete list of the Defense Fuel Support Point (DFSP) locations referenced in the solicitation, including all loading and receiving points applicable under the contract.

    See Attachment 6 – Quote Bid Sheet – Kuwait Trucking for a list of supported locations by CLIN.

57. The solicitation indicates that MOGAS is to be delivered to various DFSP locations from Camp Buehring. However, we were unable to identify any corresponding delivery requirement or destination involving Camp Buehring. Please clarify the intended delivery routes and requirements for MOGAS transportation.

    See Attachment 6 – Quote Bid Sheet – Kuwait Trucking for a list of supported locations by CLIN.

58. Please confirm whether transportation trips are expected to be distributed evenly throughout the contract period or whether delivery requirements will be based solely on Government demand and operational requirements.

    Mission requirements will dictate ordering throughout the PoP. Daily volumes will be variable.

59. Please clarify whether the fuel quantities identified in the solicitation represent:
    a. The estimated annual quantities; or
    b. The cumulative quantities anticipated over the entire three-year contract period.

    The solicited fuel quantities represent the cumulative quantities anticipated over the entire three-year contract period.

60. Please confirm the total number of trucks required to support this requirement.

    The contractor is responsible for fleet allocation and maintaining adherence to all contract requirements.

61. Will the Government provide all necessary entry passes for access to the loading and offloading locations?

    The contractor is responsible for obtaining facility access passes prior to the beginning of contract performance.

62. Are there any restrictions on driver nationalities for accessing the loading or offloading sites?

    The contractor is responsible for contacting the sites and determining what, if any, restrictions exist.

63. Should each truck perform a single delivery per trip, or are multiple deliveries per truck permitted?

    Individual delivery orders provided by Government personnel will dictate what fuel is loaded and delivered to which locations.

64. Please confirm whether loading and offloading operations are the responsibility of the driver or the Government.

    Reference PWS Section 1.0

65. How will delays or cancellations caused by the Government be handled for billing purposes?

    Demurrage fees are not permitted under the terms of the contract.

66. We understand that parking arrangements are the transporter's responsibility. Please confirm.

    Correct, the off-duty storage of all contractor owned equipment is the sole responsibility of the contractor.

67. What is the required mobilization period from award to start of performance?

    Contract Award is anticipated on or around second week of August 2026. Contract performance begins 1 October, 2026.

68. Are there any specific tanker size requirements? For deliveries from Al Jaber to DFSP locations, smaller quantities may be more cost-efficient to transport using smaller tankers. Please advise.

    There may be occasions that a load of less than 8,000 USG will be ordered. In such instances, the invoice may be paid on the basis of the standard 8,000 USG load. All trucks must meet all required specifications and registration requirements.

69. Asking for clarification on the Loading and Unloading Destination Camp Buehring, Kuwait, due to the current closure of Camp Buehring and damage to the Tactical Petroleum Terminal is this still an active Destination?

    Camp Buehring remains an active fuel site.

70. Is there a planned alternate site for the TPT?

    Discussions are ongoing regarding future DFSP planning.

71. Can DLA Energy provide the 12 months historical data of amounts transported to each listed Destination?

    DLA Energy does not intend to release that information.

72. Please advise if the mentioned quantities in the provided schedule are the minimum or maximum quantities and they will remain unchanged with the mission changes.

    The quantities found on Attachment 6 – OSP Quoter Bid Sheet – Kuwait Trucking are the maximum contracted amount for this solicitation. Any increase to the maximum would require negotiation of terms.

73. What was the latest time frame of fuel delivered to Al Jaber, Kuwait? Concerned this location currently having contaminated fuel products due to the fuel storage not being properly maintained?

    DLA Energy does not intend to release that information.

74. What are the DFSP active locations?

    All locations found on Attachment 6 – OSP Quoter Bid Sheet – Kuwait Trucking are active DFSP or source locations.

75. If Camp Buehring was permanently closed, what would be the alternative location?

    Discussions are ongoing regarding future DFSP planning.

76. Are the orders going to be made in 8,000 Gallons ratios, or just per gallon?

    There may be occasions that a load of less than 8,000 USG will be ordered. In such instances, the invoice may be paid on the basis of the standard 8,000 USG load.

77. Due to the current situation are the listed hours of operations correct? Will the locations still available 24/7?

    It will be the contractor's responsibility to maintain contact with all source and destination locations regarding facility hours of the operation.

78. Due to the current status of DIBS availability for obtaining Installation access badge, will the U.S. Government provide alternate access means or provide escorts for fuel tankers on and off the installation?

    The contractor is responsible for obtaining all access documentation prior to contract performance.

79. In the event of hostile activities and there is a destination closure, what is the process for the contractor to follow with any tankers still holding undeliverable fuel products? Is it acceptable to store these tankers at secure location belonging to the contractor?

    Government personnel in the region will provide instructions in the event a load cannot be delivered.

80. Given the evolving security environment in the Middle East and the recent regional conflict involving Iran, can the Government confirm that all delivery locations identified in the solicitation remain operational and accessible for contract performance?

    All locations found on Attachment 6 – OSP Quoter Bid Sheet – Kuwait Trucking are active DFSP or source locations.

81. "The solicitation provides estimated aggregate fuel requirements for each origin/destination over the contract period. Can the Government provide the estimated fuel volume by contract year (Base Period and each Option Period), including:

- Estimated annual gallons to be transported by destination location;
- Estimated annual number of truck missions/orders;
- Estimated annual number of trucks required to support the mission;
- Historical annual volumes for the most recent three years, if available; and
- Any known operational changes that may significantly increase or decrease transportation requirements during the base or option periods.

If annual estimates are unavailable, can the Government provide the assumptions used to develop the solicitation's total estimated quantities so that we may accurately assess utilization rates and develop realistic pricing?"

Reference PWS Section 1.0

82. What percentage of total movements are expected from “All Other DFSP Kuwait Locations” and can the Government identify the specific locations included in this category?

    The Government intends to use the All Other DFSP Kuwait Locations CLINs to cover any additional locations that require fuel transport within Kuwait. The mission will dictate if other locations are required.

83. Will transition-in activities be permitted prior to contract start, and if so, what activities are authorized during transition? (e.g. badging, tanker cleaning, etc…) More specifically, will the Government award the contract in time to ensure all transition activities can be accomplished prior to required fuel deliveries?

    Contract Award is anticipated on or around second week of August 2026. Contract performance begins 1 October, 2026. Reference PWS Section C.

84. If new Kuwaiti regulatory requirements are imposed after contract award, will resulting compliance costs be considered grounds for equitable adjustment?

    Equitable Price Adjustment provisions are not included in the terms of this contract. Any pricing changes would require negotiation.

85. Since access/pass processing may require 2–4 weeks, will the Government provide any assistance if permit approval delays affect contract startup?

    All facility access badging is the responsibility of the contractor and must be completed prior to the beginning of contract performance.

86. Are the listed operating hours for each site guaranteed throughout contract performance, or may loading and receiving site hours change without contract modification?

    The operating hours of each source and destination facility may be subject to change and set at the discretion of the individual location.

87. During Ramadan and extreme heat periods, what minimum daily loading/offloading throughput should contractors assume for planning purposes?

During Ramadan and extreme heat periods standard fuel movements will be coordinated with Kuwait LNO and region office to ensure mission support is not disrupted.

88. The PWS states that "The contractor shall provide the names, contact information, and schedules for designated program and shift managers who will be always available." Can the Government advise if this is to be provided at contract award or submitted with proposals?

    Contact information for Supervisory POC's should be submitted with proposals.

89. Can the Government clarify the definition of "trucking services contractor representative"? Specifically, as it relates to "For KNPC loads, the trucking services contractor representative (not the drivers) will provide and affix the seals immediately after loading. For KAFCO loads, the trucking services contractor representative (not the drivers) will seal the tanker lid covers prior to entering the KAFCO load facility."

    The terminal manager in conjunction with government representative and contract awardee point of contact.

90. What documentation must be maintained to justify routine meal stops, vehicle breakdowns, or emergency delays during transit?

    Reference PWS section 5.4 covers Event Reporting and defines what is required in CDRL A0009. See PWS section 2.3.2 regarding meal stops.

91. Is there a required response time for recovery of disabled vehicles and restoration of delivery operations?

    The contractor is responsible for the prompt resolution of any vehicle breakdowns and will maintain responsibility for the care and delivery of any fuel on-board.

92. Can the Government provide estimated peak daily truck requirements by origin location to assist offerors in determining required fleet size?

    The contractor will be responsible for determining adequate fleet asset preparation. Daily truck requirements may vary.

93. Will leased vehicles be treated the same as owned vehicles for technical evaluation, inspection and approval purposes?

    Any leased vehicles will be required to conform to all contract requirements.

94. What are the anticipated average and maximum daily load requirements at each loading terminal?

    The average and maximum daily load requirements are determined by mission needs.

95. How will the 95% delivery fulfillment threshold be measured (daily, monthly, quarterly, or annually)?

    The ordering officer is responsible for this metric.

96. Will delays caused by Government facilities, access restrictions, or receiving-site closures be excluded from performance calculations?

    Please reference 52.212-4 TERMS AND CONDITIONS-COMMERCIAL PRODUCTS AND COMMERCIAL SERVICES (JUN 2020) for excusable delays.

97. Will the US Government conduct a pre-award inspection of assets prior to award?

    All assets used in contract performance will be inspected by DLA personnel prior to contract performance.

98. Who bears laboratory testing costs associated with Government-directed quality revalidation following emergency truck-to-truck transfers?

    The contractor is responsible for all associated costs.

99. If destination receipt meters and contractor records differ, which measurement will govern invoice quantity determination?

    Calibrated meter receipts at destination will determine invoice quantity. Reference PWS Section 4.3.4.1 Fuel variations

100. Please clarify whether the 0.5% loss tolerance is calculated per truckload, per CLIN, per invoice period, or across all deliveries during the bi-weekly billing cycle.

    The offset will be determined by the average of daily gains/losses per CLIN over the invoice period. Reference PWS section 4.3.4.1.

101. How will the value of product losses be calculated for offset purposes, particularly when multiple CLINs are invoiced during the same period?

    Please refer to PWS section 4.3.4.1

102. What is the historical quantity variance between loading and delivery over the last 3 years?

    This data is not available as of date.

103. The PWS states detailed plans must be submitted with proposals, while the CDRL indicates only coversheets and tables of contents are required for certain plans. Please clarify proposal submission requirements.

    Per RFQ Table 1: Contract Data Requirements List, The Contract Compliance Plan and Product Quality Control Plan require that a coversheet and table of contents be submitted at the time of proposal. All other Plans require that the complete plan be submitted with the proposal.

104. Will submission of an existing ISO-certified quality management program satisfy some or all CCP requirements?

    The submission of an existing ISO-certified quality management program may satisfy the CCP requirements found in PWS Section 5.1.1 Contract Compliance Plan.

105. Must offerors identify all subcontractors at proposal submission, or may subcontractors be finalized after award?

Proposed subcontractors must be identified with the proposal submission in order to evaluate overall Offeror capability.

106. Is there a required Government format/template for the daily SITREP and Driver Manifest submissions?

This will be provided upon contract award.

107. Although orders are anticipated 48 hours before delivery, what is the minimum notice period the Government may provide under urgent operational circumstances?

If circumstances require less than 48 hours delivery notice, coordination will be on a case by case basis.

108. Please confirm whether payment is based solely on net gallons delivered after quantity adjustments, regardless of loaded quantity at origin.

Reference PWS Section 7.0 Invoicing. Payment is based on total US Gallons delivered to destination after compensation for losses are taken into account.

109. If the Government exercises the right to increase assets by up to 10%, is the contractor guaranteed reimbursement for all mobilization, permitting, and credentialing costs associated with those additional assets?

This is a requirements contract and additional trucks may be required if mission dictates. The fuel market may be used in determining the daily price.

110. Will the 10% increase be calculated based on the contractor's proposed fleet, approved fleet, or actively utilized fleet at the time of the request?

This is a requirements contract and additional trucks may be required if mission dictates. The fuel market may be used in determining the daily price.

111. Can the Government confirm whether truck inspection approvals, access permits, and JCCS approval must be complete prior to proposal submission or only prior to award/performance?

All required documentation should be provided at the time of proposal. Reference solicitation notes.

112. Section L and M states that "The proposal must identify personnel and contractor furnished, equipment, material and/or facilities necessary for providing these services." Does the Government require a list of personnel, by name, to be included in the proposal? If so, please advise the positions for which names and experience are required.

The names of individual contractor employees and subcontractors is not required at the time of proposal. This information must be furnished to the government prior to the beginning of contract performance.

113. Will the Government evaluate proposed fleet capacity, surge capability, and transportation plans for realism, or will award be made strictly on acceptable/non-acceptable technical factors and price?

The Government reserves the right to conduct a price realism analysis to determine whether the offeror understands the contract requirements. If a price realism analysis is performed and an offeror's proposal is determined to be unrealistic, the offeror's proposal will be ineligible for award.

114. Since this contract is for transportation services rather than fuel supply, please clarify which provisions of Attachment 4 are applicable to the transportation contractor and which provisions are applicable only to the fuel supplier or loading terminal operator.

The contractor is responsible for transportation of Government owned fuel and is responsible for the proper handling of the fuel during transit and delivery of on-spec fuel to the destination location.

115. Please identify which sections, tables, sampling requirements, testing requirements, and sample-retention requirements are applicable to the transportation contractor and which are the responsibility of the fuel supplier, loading terminal, receiving activity, or Government quality assurance personnel.

See PWS Section 3.0 Quality Assurance for detailed quality assurance function details.

116. Will the Government conduct site visits of proposed truck depot locations as part of the evaluation process?

The storage of contractor assets is solely the responsibility of the contractor. DLA Energy will inspect truck assets prior to contract commencement and during contract performance.

117. Are subcontractor-owned depots acceptable for satisfying the truck depot requirement?

The storage of contractor assets is solely the responsibility of the contractor.

118. Are contingency or surge depots required to be identified in the proposal?

All source and destination locations are listed in Section B of the RFQ.

119. If Kuwaiti tax laws change after contract award, will resulting cost impacts be eligible for equitable adjustment?

Reference FAR 52.212-4 TERMS AND CONDITIONS-COMMERCIAL PRODUCTS AND COMMERCIAL SERVICES (JUN 2020).

120. Reliance on subcontractor qualifications. May an Offeror rely on the KNPC and KAFCO approvals, tank-truck fleet, and relevant past performance of a proposed subcontractor to satisfy the Technical Acceptability sub-factors at Section M, provided the subcontractor's commitment is documented in the proposal? If so, please confirm what documentation the Government requires to evidence that reliance.

The Offeror's proposal should include written documentation of any and all subcontractor commitment to contract performance. This documentation should include licenses, equipment and personnel that have been committed by the subcontractor to the prime contractor so that a full technical evaluation of Offeror's capability can be accomplished.

121. Teaming documentation (Section L, Volume II, Item 4). Item 4 requires documentation confirming that trucking assets or personnel sourced from another company will be available within five days of award. Will a signed teaming agreement or letter of commitment be sufficient at proposal submission, or does the Government require a fully executed subcontract at the time of proposal?

    Signed documentation of a teaming arrangement from the subcontractor will be sufficient at the time of proposal submission.

122. Aviation tank trucks (PWS 2.4.1). For Turbine Fuel, Aviation (JA1 and JP8), will tank trucks in dedicated jet-only service (uncoated mild steel, stainless steel, or aluminum, per PWS 2.4.1.2) be accepted, or does the Government require epoxy-coated tanks for all aviation fuel deliveries?

    Epoxy-coated tanks are only required when a truck is in multi-product service. Trucks in dedicated service to a single product may have uncoated mild steel, stainless steel, or aluminum tanks.

123. Tank-truck list timing. Must the complete tank-truck list (including VIN, plate number, capacity, model year, and epoxy-coated or dedicated status) be submitted with the proposal, or is a representative fleet description within the Transportation Plan acceptable at proposal, with the full Truck Report (CDRL A0008) provided at contract commencement?

    Per the CDRL list on page 14 of the RFQ, the Truck Report must be submitted on contract commencement and as assets are removed or added. The Transportation Plan must be submitted as part of the proposal does not need to include a complete truck list.

124. Evaluation and responsibility. Given that the Technical sub-factors are evaluated on an Acceptable or Unacceptable basis and award will be made to the lowest-priced, technically acceptable, responsible Offeror, will the past performance or incumbency of the Offeror or its proposed subcontractor be considered in the responsibility determination or in any pre-award survey?

    Refer to Section M Evaluation Factors for Award of RFQ.

125. Mobilization versus access lead time. PWS 1.5.2 notes a two-to-four-week timeframe to obtain KAFCO and KNPC access and passes, and Attachment 3 requires insurance effective from the date of award, while the solicitation anticipates mobilization within five days of award. For a non-incumbent Offeror, will the Government accept evidence of in-process access, badging, and MoD J2 clearance at the time of award rather than fully issued passes?

    Credentials should be included in the Offeror's proposal. However, if unavailable at the time of proposal, all documentation must be submitted to the Government prior to beginning of contract performance.

126. Offer due date and time. Solicitation Note 1 states that offers are due July 13, 2026 at 8:00 AM EDT, while the Offer Submission Package cover page (Attachment 7) states July 13, 2026 at 9:00 AM EDT. Please confirm the correct date and time for receipt of offers.

Offers will need to be received NLT July 13, 2026 at 8:00 AM EDT.

127. Please provide the actual gallons transported and number of truckloads ordered under the incumbent contract, broken down by:
   - Contract year or month
   - CLIN
   - Fuel type
   - Origin
   - Destination

Reference sam.gov for current contract award

128. What were the average daily and peak daily gallons transported under the incumbent contract?

Reference sam.gov for current contract award

129. What were the average and maximum numbers of truckloads dispatched during a single day?

Reference sam.gov for current contract award

130. How many tanker trucks were committed by the incumbent at contract start, and how many trucks were typically used concurrently during normal and peak operations?

The Government will not be providing details of current contract performance or the current contractor's operational details.

131. What was the incumbent's awarded transportation price per gallon for each CLIN under the current contract?

Reference sam.gov for current contract award

132. What are the Government's anticipated:
   - Average gallons per day
   - Peak gallons per day
   - Average truckloads per day
   - Peak truckloads per day
   - Maximum simultaneous truck requirement

   Please provide this information by CLIN, origin and destination, where available.

Reference sam.gov for current contract award

133. Can DLA provide the anticipated daily, weekly and monthly loading and delivery pattern for each CLIN?

This is a requirements contract the mission will dictate the delivery schedule.

134. What is the anticipated maximum daily throughput, in gallons and truckloads, from each loading point, including:
    - KAFCO
    - KNPC Subhan
    - KNPC Ahmadi
    - Mina Refinery
    - Camp Buehring
    - Ali Al Salem
    - Al Jaber

Reference Section B – Schedule of Supplies and Services in RFQ.

138. What is the anticipated maximum number of trucks that may be required to load or deliver simultaneously at each location?

This is a requirements contract the mission will dictate the delivery schedule and coordination between locations.

139. Please provide a complete list of all locations included within the term "all other DFSP Kuwait locations."

The CLINs that have All other DFSP Kuwait locations identified as destination will be used to order fuel transportation services to locations within Kuwait that will be identified during the course of the contract PoP.

140. For each DFSP location, please provide the anticipated:
    - Fuel types
    - Average daily or monthly volume
    - Peak delivery volume
    - Normal receiving hours
    - Access or escort requirements
    - Tanker size or unloading restrictions

Reference Section B – Schedule of Supplies and Services in RFQ and PWS 2.1.

141. What is the Government's current estimated minimum number of tanker trucks required to be available at contract commencement?

The contractor is responsible for determining and maintaining adequate transportation capacity to support the mission.

142. Does DLA have an estimated fleet requirement by:
    - Fuel type
    - Loading point
    - Destination
    - Tanker capacity

The contractor is responsible for determining and maintaining adequate transportation capacity to support the mission.

143. Please clarify whether the 10 percent surge requirement is based on:
    - Number of trucks
    - Total gallon-carrying capacity
    - Number of daily loads
    - Another measurement

    Reference Question 22 response.

144. Please provide an example of how the 10 percent surge requirement will be calculated and evaluated.

    Reference Question 22 response.

145. May an offeror maintain a core fleet for routine requirements and satisfy the surge requirement using additional preapproved tanker trucks?

    Contractor is responsible for ensuring all trucks are reported and meet contract requirements as stated in PWS section 5.3.

146. Are tanker trucks required to be dedicated exclusively to this DLA contract, or may approved trucks perform other commercial or Government work when not assigned to an active DLA order?

    The contractor is responsible for determining and maintaining adequate transportation capacity to support the mission.

147. Where the solicitation refers to a truck being "dedicated," does this mean dedicated to a specific fuel grade, dedicated exclusively to the DLA contract, or both?

    Dedicated, as used in the solicitation, refers to whether a tank truck will be used for a single product or will be in multi-product service.

148. May the prime contractor use tanker trucks or drivers provided by more than one subcontractor, provided the required contractual availability documentation is submitted?

    The prime contractor is responsible for subcontractor.

149. Please clarify what is required for trucks and personnel to be considered "in place and ready for contract performance within five days of contract award."

    Specifically, must all proposed trucks and drivers be:
    - Physically available at the identified depot
    - Inspected and approved by KAFCO and/or KNPC
    - Fully insured
    - Registered and licensed for hazardous-fuel transportation
    - Issued all U.S. installation and KMoD access passes
    - Ready to begin deliveries

    Reference FAR 52.212-1 INSTRUCTION TO OFFERS – COMMERICAL PRODUCTS AND COMMERCIAL SERVICES (FEB 2026) in the RFQ.

150. The solicitation states that KPC access and passes may require two to four weeks. How should offerors reconcile this timeframe with the five-day readiness requirement?

Subcontractors must have all facility access documentation completed and submitted to the prime within the five-day readiness requirement time limit.

151. Will DLA allow a formal mobilization or transition period between contract award and the October 1, 2026 start of performance?

Contractor will be responsible for making all preparations for contract performance prior to the October 1, 2026 beginning of the PoP.

152. Must all tanker, driver, KAFCO, KNPC, DFSP, KMoD J2 and installation approvals be complete at contract award, or may they be completed before the first scheduled delivery?

Credentials should be included in the Offeror's proposal. However, if unavailable at the time of proposal, all documentation must be submitted to the Government prior to beginning of contract performance.

153. Please confirm whether the resulting contract includes any minimum guaranteed requirement:
- Guaranteed gallons
- # of truckloads
- Annual quantity
- Contract value
- Monthly ordering commitment

This is a requirements contract and does not include any guaranteed volume ordering.

154. If no minimum volume is guaranteed, are offerors expected to recover all fixed fleet-readiness, driver, insurance, permit, inspection and administrative costs solely through the per-gallon CLIN prices?

All costs must be factored into the per-gallon CLIN prices.

155. Is any separate compensation available for maintaining a dedicated or continuously available fleet?

All costs must be factored into the per-gallon CLIN prices.

156. Is compensation available when:
- An order is cancelled after a truck has been dispatched
- A truck is delayed at a loading or receiving facility
- A facility is closed or unable to receive fuel
- Access is denied for reasons outside the contractor's control
- A previously scheduled quantity is reduced after dispatch

Any compensation outside the per-gallon CLIN prices must be negotiated. The payment of demurrage is not included in the contract terms.

157. Should all anticipated waiting time, cancelled-load risk, idle-fleet cost and facility-delay cost be incorporated into the firm-fixed price per gallon?

All costs must be factored into the per-gallon CLIN prices.

158. Please clarify whether additional PPE or safety-equipment requirements arising from regional conflict, emergency operations, elevated force-protection conditions, or other Government-directed changes will be reimbursable or subject to an equitable adjustment. If not, should offerors include all potential PPE, training, replacement, and compliance costs in their firm-fixed per-gallon prices?

All costs must be factored into the per-gallon CLIN prices.

159. Please clarify whether past performance is evaluated as:
- A separate scored factor
- An Acceptable/Unacceptable factor
- A responsibility consideration
- Not a separate evaluation factor

Refer to Section M Evaluation Factors for Award of RFQ.

160. Will subcontractor past performance be considered when evaluating an offeror that proposes to rely substantially on a subcontractor's fuel-transportation fleet and experience?

Refer to Section M Evaluation Factors for Award of RFQ.

161. Does DLA intend to make one award covering all CLINs, or may multiple awards be made by fuel type, route, loading location or CLIN?

The Government intends to make one award to a single Offeror for the performance of all requirements listed in the solicitation.

162. Please confirm whether offerors must price and accept award for all CLINs.

All offers must include pricing information for all CLINs. Partial awards will not be considered.