



Strategic Command

Interim Strategic Sealift (SSL-I)

Market Engagement 2

Interim Strategic Sealift – Market Engagement 2

Project Summary. Strategic Sealift provides UK Ministry of Defence (MOD) with a capability to deploy cargo overseas from the UK in support of the UK's standing commitments and contingent operations. The current Sealift contract expires on 31 December 2024. A new project has been initiated by UK MOD, with the aim to provide a new contract for an interim period of minimum 5 years, to an updated user requirement.

Previous Market Engagement. A Request for Information (RFI) was shared in October 2021, with a closing date of 30 November 2021. More detail on clarification questions received is provided below.

Aim of this Market Engagement. This is the second engagement following the RFI in October 2021. The project team would like to invite industry to participate in an online conference in February 2022. The sessions will provide a detailed brief on project requirements. These are provided in draft and may be subject to change. More detail will be provided on how each requirement can be met.

The project team is seeking further industry views on the topics raised in the RFI to confirm industry capabilities. Any information provided will be for information purposes only, to inform project strategies.

Project cost: ~£400M

High level project timeline:

Early 2022: Informal industry engagement

Mid 2022: Formal engagement start

TBC: Contract award; likely in first half of 2024

1 Jan 2025: Full operational capability under new contract

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Instruction. There is no requirement to provide any written information prior to the online conference in February 2022.

However, you are requested to respond by 31 Jan 22 23:59 GMT to Chelcie.Brewer100@mod.gov.uk and Nichola.Durham100@mod.gov.uk with your intent to participate in the conference confirming a preferred date so that a meeting request (MS Teams) may be sent to you prior to the conference.

You may choose from the following dates:

- 2 February 22 – 2-4pm (GMT)
- 4 February 22 – 10-12am (GMT)

Any questions asked during the sessions will be captured and a summary of responses by the project team released in writing by 8 February 22 to those who attend either of the sessions.

The technical specification of the vessels is of key importance to the success of the project, and this will be the main element of discussion at the Industry Day.

After the conference, you will have an opportunity and are encouraged to provide any written supporting information to the project team to outline how you could meet the Key User Requirements on page 6. This submission will have to be submitted by 18 February 22 23:59 GMT, details to follow. You may share documentation with the project team in any format, and length of submissions is not restricted.

Interim Strategic Sealift – Market Engagement 1 – RFI

Clarification questions

Clarification questions were submitted to the project team as part of the Request for Information (RFI) (Market Engagement 1) in October / November 2021.

The RFI was released on:

- Contracts Finder – [link here](#)
- to the Defence Sourcing Portal [link here](#)

The following questions and responses were recorded:

Q1. Under RFI questions 11, please provide clarification on the word ‘collaboration’.

A1. Collaboration can be defined as either sub-contractor relationships or the formation of a consortium in order to fully meet the requirement through a single contract with the MOD.

Q2. Please provide the main parameters the MOD requires, as well as how many vessels

A2. At this point we are unable to provide further information regarding capacity or number of vessels as the requirement is not yet endorsed by the relevant authorities.

Interim Strategic Sealift – Commercial Process Overview

This procurement will be subject to Defence Security and Public Contracts Regulations 2011 (DSPCR). There are multiple routes to contract within DSPCR. The process can take between 12-24 months and is envisioned to begin in Q3 2022.

Regardless of route the following stages are likely to take place during the tender process:

1. Invitation to Tender/Invitation to Negotiate
2. Clarification Period – including questions & answers
3. Tender Submission(s) – Including Technical Solution & Commercial Compliance Demonstration
4. Tender Evaluation
5. Clarification Period – on bid submission (*if required*)
6. Negotiations (*if required*)
7. Contract Award

Interim Strategic Sealift – Project Requirement

ID	Description	Measure of Effectiveness
KUR 1	The capability must be able to deliver the required number of routine tasks to meet current UK Defence standing commitments.	9,600 LiMs and 4 ships concurrently.
KUR 2	The capability must be able to operate globally and utilise the most expedient transit routes.	<ul style="list-style-type: none"> a. Safely navigate a diverse range of waterways from the open seas to the littoral, and from arctic to tropical. b. This includes restricted and man-made waterways. c. Must be able to operate without reliance on Host Nation Support (HNS). Military Strategic Sea Lift (SSL), although slower (<18Kts) is configured for extended range (12k miles) allowing support to UKBFSAI without HNS.
KUR 3	Vessels must have a ramp capability for the purpose of loading/discharging military vehicles and equipment.	<ul style="list-style-type: none"> a. Side ramps or quarter ramps must have a weight capacity of at least 83T. b. Ramps must be self-supporting. c. Ramp doors must have a minimum width of 5m wide x 6.5m high. d. Quarter ramps must have the capacity to go to both port and starboard sides from the ship to the quay. e. Ramps must be able to operate at all states of the tide without vehicles with low clearance grounding.
KUR 4	The capability must be able to safely load and unload Defence inventory, unaided when at anchor, on a buoy or alongside at any time or state of tide.	<ul style="list-style-type: none"> a. At least one organic crane with min. SWL of 40T. b. The capability must have improved manoeuvrability at low speed and in confined spaces in up to a 20Kt wind. c. Propulsion plant and steering gear must be reliable and capable of a fast response to manoeuvring orders. d. Cargo and containers must be accessible while at sea and when secured to the ship.
KUR 5	The capability must be able to access at least 70% of global sea-ports and berth safely for on/off load of Defence assets.	<ul style="list-style-type: none"> a. Ship Length Overall (LOA) must be < 200m. b. Ship must be safe to operate in all load conditions, in water of depth greater than and including to 8m. c. The capability must be compatible with all primary UK military Sea Ports of Embarkation (SPOE).
KUR 6	The capability must be able to deliver in all operational environments including contingency.	<ul style="list-style-type: none"> a. The crew will be Sponsored Reserves (SR). b. Ownership and flag to be from a NATO country.
KUR 7	The capability must be able to transport a mixed cargo which includes explosives and munitions.	<ul style="list-style-type: none"> a. The capability must enable the safe stowage and transportation of cargo, including heavy armoured vehicles, military systems, ISO containers, cold chain storage/Reefers and Dangerous Goods (DG). b. Sufficient power supply for the carriage of Reefer containers bearing chilled goods or medical supplies.
KUR 8	The capability must be designed in such a way so as to reduce the risk of loss from natural hazards, collision, or when acting in support of military operations.	<p>Standards to be met uniformly across all ships:</p> <ul style="list-style-type: none"> a. Decks and ramps strengthened (5T/m²). b. Ice protection Class 1a. c. Enhanced survivability: <ul style="list-style-type: none"> o A 'double hull' arrangement is required around the main deck. o The Engine Room to be fitted with twice the commercial fixed fire extinguishing (CO2) capability, plus a MOD Fire Foam system; o Damage stability defined as: "When subject to a damage located anywhere on the bottom and/or side shell, leading to an opening of one or two compartments in a longitudinal direction where single compartment is not less than 3 meters + (0.03 x Length of Ship (in meters)). All possible transverse and vertical damage extents up to and including full transverse and full vertical penetration are to be considered." d. Naval Authority Certification across agreed Key Hazard Areas.
KUR 9	The capability must be able to safely interoperate with current UK Defence maritime assets and Material Handling Equipment (MHE).	<ul style="list-style-type: none"> a. Mexeflote. b. Combat Support Boat (CSB). c. Army Work Boat. d. Landing Craft Utility (LCU). e. Landing Craft Vehicle & Personnel (LCVP). f. Decks must have a height of at least 7.5m and provide manoeuvring space suitable for heavy MHE.
KUR 10	The capability must be able to embark, integrate and support an armed military Force Protection (FP) team for protracted periods.	Accommodation, welfare, and hotel facilities for up to 12 persons with weapons, ammunition, and communications systems.