## Provision of Interim Strategic Sealift Requirement *-* MOD Request for InformationGB-Bristol: DSCOM/CB/2255 -*Provision of Interim Strategic Sealift (SSL-I) Requirement*

1. **Title attributed to the request by the Contracting Authority:** GB-Bristol: *Provision of Interim Strategic Sealift Requirement*
2. **Contracting Authority:** Defence Support, Joint Support, Defence Support Chain Operations and Movements, Cedar 3c #3351, MoD AbbeyWood South, Bristol, BS34 8JH
Tel. N/A, Email: Chelcie.brewer100@mod.gov.uk/Nichola.Durham100@mod.gov.uk URL:N/A
Contact: C Brewer/N Durham Attn: C Brewer/N Durham
3. **Object of the Request for Information:**
	1. The purpose of this notice is to invite the market to provide information and obtain multiple views across the market to help inform the potential future Project & Commercial Strategies for SSL-I. Further industry engagement will take place in 2021, details TBC. For the avoidance of doubt this notice is not a call to competition. Any responses, comments, indications of interest, participation or non-participated by any organisation at this stage will not influence the process, selection and/or award decision for a future possible procurement, nor will it be taken as a suppliers committed position. Limited information may be shared with MoD third parties for Subject Matter Expert advice where required.
	2. Information within this document remains the property of MoD and may be used only for the purpose of informing a response to this document. By responding to this document, you and your organisation agree to:
	* Refer any communication received from third parties regarding the content or participation in this RFI to C Brewer or N Durham.
	1. The Authority will automatically copy clarification questions and answers to all Responders, removing the names/details of those that have raised the clarification question(s). If you wish the Authority to treat the clarification as confidential and not issue the response to all Responders, you must state this when submitting the clarification question and provide justification. It will then be at the Authority’s discretion to decide whether the clarification is confidential and inform the Responder, who will then be enabled to withdraw the clarification question. If it is not withdrawn, then the response will be issued to all Responders.
	2. Any participation in this RFI is at your own cost and time, the Authority is not liable for any costs or time utilised nor are the Authority under any obligation to proceed with a formal procurement or in any other way proceed with the Strategic Sealift Interim Solution and shall not be liable to any participants for any costs arising from participation in this process.
	3. You should note that any copyright in the information provided by the MoD as part of the market assessment process, any further documents issued by the MoD or its representatives in relation to this pre–market engagement document, rests with the Crown. All other intellectual property rights in such documentation shall remain the property of the Secretary of State and no recipient shall obtain any right, title, or interest therein. Such documentation may not be reproduced, copied, or stored in any medium, in whole or in part, without the prior written consent of the Secretary of State, other than as strictly required for the preparation of responses to this RFI document.

**Contracting Authority's file Reference number**: DSCOMCB/2255

**Weblink to where further documentation can be obtained**: [www.contracts.mod.uk](http://www.contracts.mod.uk)

**Short description of requirement:** Provision of Strategic Sealift for an interim period post current contract expiry (2024) to move defence equipment to designated locations

**CPV codes** :34512700 – Ro-Ro vessels

**Time-limit:** 30 Nov 2021

**Information Requested:** Information is listed below including brief project background and any core compliance standards:

**Introduction.** 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. The full requirement will be released to the market as part of future engagements.

High level timeline:

* Early 2022: Informal industry engagement
* Mid 2022: Formal engagement start
* TBC: Contract award
* 1 Jan 2025: Full operational capability under new contract

Contract Value:

* To be confirmed.

**Request for information**

**Aim.** Prior to endorsement of the project requirement, the project team is seeking industry views on several topics to better understand industry preferences and capabilities. This request for information (RFI) is the first market approach under this project. Any information provided will be for information purposes only, to inform project strategies.

**Instruction.** There is no word limit per question or overall response. You do not have to answer all questions to submit a response. Attachments may be submitted in electronic format, please provide as much detail as possible in your responses. You are requested to respond by 30 Nov 2021 23:59 GMT to Chelcie Brewer - Chelcie.Brewer100@mod.gov.uk. If you have any clarification questions on this RFI please email Chelcie.Brewer100@mod.gov.uk for any questions before the 05 Nov 2021, after this date please send all clarification questions to Nichola.Durham100@mod.gov.uk.

**Important Information -**

1. What is the classification and current capacity of the vessels in your ownership in lane meters by ship?
2. Can you accommodate the carriage of a mixed range of Defence Assets, including but not limited to: Twenty-foot Equivalent Units (TEUs), Refrigerated containers (Reefers), Munitions (Net Explosive Quantity (NEQ)) & Vehicles, requiring a minimum deck strength of 5 metric tons (MT) per m2?
3. Do your ships have the ability to load and unload inventory whilst alongside an unestablished berth:
	1. without supporting infrastructure such as a ramp and a shore crane?
	2. using a jetty with limited ramp access?
4. Do your ships have the ability to safely load and unload inventory at anchor onto a barge, for example via a self-supporting ramp or a crane? (Maximum inventory weight of 5MT per m2).
5. Where applicable, please provide ice class classification for each of your ships.
6. Damage stability is a requirement driven by MOD internal policy. Can your ships comply with Defence Survivability requirements, specifically Damage Stability as follows: *“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.”*
7. If the requirements covered in questions 2 – 6 require a modification to your vessels, what modifications may be:
	1. Feasible?
	2. what would the rough order of magnitude of costs?
	3. how long approximately would be the modifications take?
8. Under UK Greening Government Commitments, there is more emphasis to translate net zero policy into legislation and regulations.
	1. What is your current and projected Energy Efficiency Existing Ship Index (EEXI) rating over the period of the next 10 years?
	2. Would you be willing or are you planning to make any modifications to your vessels or changes to the way they operate to work towards net zero above and beyond the current / imminent legislation? Can you provide an example of changes you are going to make or would consider making?
9. With regards to the crew requirement:
	1. Would you be able to provide a crew comprising entirely of UK Nationals?
	2. Would you be willing to enable the crew to act as Sponsored Reserves?
10. Are you aware of the updates enacted July 2021 to the European Emissions Trading Scheme? If so, how will the European Emissions Trading Scheme affect your business/organisation?
11. Have you previously collaborated with other ship owners/operators in the market to support a long term charter/contract, if so, can you please provide an example? Would you be willing/open to this again in future?
12. In addition to MOD routine commitments, MOD may need to temporarily increase capacity to transport additional inventory. An agreement would be required to release vessels from their commitments and make them available to MOD within a pre-agreed notice period.
	1. What would be your appetite in providing such service?
	2. What would be the pre-requisites of such an agreement? (e.g. minimum notice period, minimum period of service)