MINUTES FOR INTERIM STRATEGIC SEALIFT (SSL-I) – MARKET ENGAGEMENT SESSIONS HELD VIRTUALLY VIA MS TEAMS ON 2 & 4 FEBRUARY 2022 AT 14:00GMT & 10:00GMT TO DISCUSS SSL-I PROCUREMENT REFEREFENCE DSCOMCB2255

Section	Lead
1. **Welcome (slides 1-3)** **Introductions and Agenda**	Project Lead
2. **Requirements (slides 4- 10)** • **General** • **Technical** • **Certification & Design** • **Indicative Routes** • **Interoperability**	Requirements Manger
3. **Project Timelines (slide 11)**	Project Manager
4. **Commercial Process Overview (slide 12)**	Commercial Lead
5. **Q&A (slide 13)**	Commercial Lead
6. **Next Steps (slide 14)**	Commercial Lead

Item 1

Slide 1 – Slide is self-explanatory.

Slide 2 – An IT check was conducted to ensure all parties could hear and see the slide. Attendees were informed that The Authority would be recording today's event for internal audit, this will not be released to anyone outside MOD. Attendees were informed that the Authority would not be

using cameras and that they could however to preserve bandwidth they're welcome to turn them off. Furthermore, mics should be muted and that the chat bar could be used throughout the session.

Attendees were told that at the end, they will have an opportunity to ask any questions. Questions can also be submitted to the team after the session, within 2 working day post the end of the session. A condensed version of the slides will be released with the Q&A.

Welcome to Strategic Sealift Industry Day engagement. We are pleased you have taken the time to attend and welcome the opportunity to tell you more about this project. We are running 2 of these events and will be providing the exact same information on both days so you only need to attend one session.

Strategic Sealift is an essential capability supporting various parts of the UK Ministry of Defence in carrying out their tasks by moving / deploying their assets where they're needed around the world.

It is important that the MOD maintains the ability to deploy at all times and has a contract in place to do so. The current contract expires in the next few years, and the MOD is now in the process of going through the due process to replace this contract.

The aim of this project is to provide a contract for an interim period until a Future capability can be established in ~2030s. This is likely to take quite a few years. At the present time, we cannot guarantee the length of the interim contract, however the minimum period will be 5 years though could be longer. Additional option years are likely to be required to be built into the contract to allow MOD the flexibility to run the service until the Future capability can be provided.

The cost of the project is likely to be around £400 million and the exact cost will be firmed up through the commercial process. This figure includes fuel and other running costs so is therefore the overall project cost, not just the charter element. £400M represents a 7 year investment estimate, with additional funding likely to be made available if the contract needed to be run on for a longer period. Equally, if only 5 years were required, the funding available will be less.

We have previously released a request for information in October 2021 and would like to expand on the information provided in the RFI.

We have a lot of information to give you about the project and propose the following agenda. A bit of information about us, the project team. Then 3 sections on requirement, some basic parameters, and more technical requirements. Then we will outline the project timeline and the commercial process we need to undertake in that timeline. Finally, we will outline the immediate next steps.

Slide 3 - The project was set up in June 2021 and is made up of commercial and project staff. There are other functions such as finance, engineering and logistics which support the project on an ad hoc basis.

It is the project team's responsibility to deliver the project to successful conclusion. The aim of the team is to set up a new contract for Sealift and this takes a number of years to achieve. The team will work with a Sealift Business as Usual (BAU) team to manage the transition between the current and the new contract. Once the transition period is completed, this project team will conclude, and team members will move onto other tasks.

We are based in Bristol, in the UK but the wider teams and stakeholders we work with are based across the UK and beyond.

The project is a part of DSCOM team in the Ministry of Defence and is governed by the MOD policies and processes to ensure UK taxpayer money is appropriately spent. **Defence Support Chain Operations & Movements**

All communications must be directed at Commercial members of staff for the duration of the project. Multiuser email will be set up in due course.

Item 2

Slide 4 – The capability needs to be able to meet contingency requirement and response times – hence ships needing to be built to same standard. The Length <200m / draught 8m or less means compatibility with all primary UK military Sea Ports of Embarkation (SPOE) – SMC Marchwood and Glen Mallan, Data shows that <200m allows access to 70% of global seaports.

We operate globally, safely navigate a diverse range of waterways from the open seas to the littoral, and from arctic to tropical, including restricted and man-made waterways. Crane critical for offload of Combat Support Boat (CSB) and MEXE for operations in austere conditions and must be able to operate without reliance on Host Nation Support (HNS).

Our cargo ranges from military armored vehicles, aircraft and explosives to plant machinery, containers, and reefers. 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). Sufficient power supply for the carriage of Reefer containers bearing chilled goods or medical supplies too.

Sponsored Reserves (SR) requirement is due to security (which has been confirmed via NATO paper & a Cyber Vulnerabilities Assessment) and to enable entry into operational areas within Host Nation restrictions.

Passenger capacity needed for military Force Protection (FP) on certain transit routes. Accommodation, welfare, and hotel facilities for up to 12 military personnel persons with weapons, ammunition, and communications systems

Slide 5 – Point 1 & 2 relate to Business as Usual activity. On Point 3 there is no height in there however there are lots of capabilities we'd need to use at varying sizes, the picture is an example of this for context. On Point 4 75T is the weight of the largest vehicle (the main battle tanks) that we expect to be able to transport we need to be able to lift on and off quickly therefore key requirement.

Slide 6 – All ships to have the same certification and design standard. Cost not just financial but operational, political, and so on. Ice Class is needed for transit in some areas which we'll come on to later. Deck strength based on heavily armoured vehicles and tanks. Pictures demonstrate some equipment we may transport.

Slide 7/8/9 – Routes shown are indicative and subject to change but provide context regarding the Authority potential routes. Routes may change but demonstrate the concurrent capability that we require and feed the 4 ships requirement.

Slide 10 – The capability must be able to safely interoperate with current UK Defence maritime assets and Material Handling Equipment (MHE). This slide is a pictorial of this activity.

1. Mexeflote – Modular platform with engine system. Assembled off or on the water but needs a crane to deploy. Multiple roles - heavy loads / used as a pontoon or bridge.

2. Army work boat – Assists in Mexeflote operations and designed to tow fuel dracones, deploy buoys, and firefighting.

3. Combat Support Boat – Fulfils a variety of roles such as equipment mobilisation, bridge building, passenger transits, etc.

4. Landing Craft Vehicle & Personnel (LCVP) – Has a bow ramp only. Carries small vehicles, equipment, and passengers.

5. Landing Craft Utility (LCU) - Has bow and stern ramp. Can carry tanks, HGV, larger vehicles, and equipment.

Item 3

Slide 11 – This slide represents the overall Project timeline for Sealift pulling out key commercial aspects that need to be met. These timelines are indicative and subject to change as the project develops.

The Authority is currently going through the first approval gate and is anticipating approval Q3 of this year. Once this approval is met, the Authority will then be in a position to issue the ITT/ITN to industry. The Commercial Lead will talk more about what this means on the next slide.

Once the ITT/ITN has been issued, Industry will have around 4 months to submit a Tender. The Authority will then evaluate tenders and a period of negotiation may happen. Contract award is then anticipated Q2 2024.

There is a significant gap between submission of tender and final contract award due the Approval that we must go through within MOD due to the value of the Project.

The Commercial Lead will now run through the Commercial aspects and what will be expected in a little bit more detail.

Item 4

Slide 12 – The Project Manager has highlighted the key dates currently planned for the project; these are subject to change. The information you can see was provided as part of the notices for this session and has been simplified for ease. The Authority is still yet to decide the route to contract for SSL-I, the market engagement that has been taking place since Summer 2021 amongst other sources is what will ultimately inform our decision. By route to market, we are specifically referencing the commercial contractual route we will be taking, there are a number of these under UK Law. However, we have confirmed that this project will be subject to DSPCR, DSPCR is publicly available and details the various route to contract within it.

The above 7 stages are likely to be included in our timeline regardless of which route we take. These link to the slide presented by Project previously. As you can see there are several stages to a MOD procurement which all vary in length, the timelines outlined are not prescriptive but more an indicator for reference.

Once a route to market has been decided by the Authority appropriate notices will be published on Contracts Finder & Find a Tender, please refer to these for information. Within the ITT/ITN detailed instructions will provide clarity on what is required from supplier(s) in their tender submission as well as a copy of the terms and conditions for the contract, any questions in relation to this will need to be submitted during the clarification period.

Once tender evaluation(s) begin there is another clarification period which is the Authority's opportunity to ask questions they may have on the bid(s) submitted. Negotiations will then begin and conclude if required and the contract will be awarded.

Timelines and steps to contract mobilisation will be agreed between the Authority and Contractor as part of tender submission. The contract will formally begin 01 January 2025, this date cannot be changed.

Item 5

Slide 13 – The call was opened for any remaining questions.

Item 6

Slide 14 – Attendees can submit further clarification questions until 2 working days post event completion. All questions must be submitted by 5pm GMT to the commercial team who details are publicly available from previous notices.

A condensed version of the presentation will be presented excluding personal details of the team as well as all Questions and Answers from both sessions anonymously by 11 February.

Due to the Authority providing more information today we welcome any additional information you may wish to discuss to support our route to market/further investigations by 18 February as noted in the original notice for these events. It is voluntary however all information is valued and appreciated.

The next step will be the Authority deciding and subsequently announcing their route to market. This will be published on Contracts Finder and Find a Tender Service, please check these for updates going forward.

Q&A

Serial	Question	Answer
1	Some UK-owned and operated ships have Flags of Convenience, will you consider these too in these circumstances or is it strictly NATO Flag States under consideration?	The Authority initial response to this was as follows: *'NATO Only – however requirement is still subject to change until Summer 2022. SME advice/security assessment to date is to stick with NATO countries only.'* However following developments since the session, The Authority is seeking further advice on this topic and therefore the above response is now void. Amendments to the requirement will be made where necessary as a result.
2	Could we consider a side ramp instead of a quarter ramp?	Any proposed variation would be subject to meeting the requirement to achieve load/offload of the full range of cargo. Due to the range of ports, berths and methods we use, the requirement is for a ship to offer the optimum choice for operations. Just a single side ramp would not suit our needs; a stern ramp plus side ramp(s) likely would.
3	Given that commercial ROROs with self-supporting stern ramps are relatively rare, would you consider retro-fitting them as part of this programme?	Currently the project is not envisaged to be new build/modifications however due to the costs associated with this specific modification. However, it is at supplier's discretion as to what modifications they are willing/proposing to undertake prior to contract award.
4	Is the Integrated Review/ Intelligence Surveillance & Recognisance having an impact on the SSL-I? For example, The Far East & other routes. Is this likely to change/have an impact on the requirement?	Due to the Authority needing to freeze the requirement and timeline we've considered it but not to its full extent due to the timing of the project. However, the core requirements (as detailed in the KURs) are likely to stay the same.
5	KUR 1 requires 9,600 LiMs over 4 ships concurrently, which is a reduction of 4%. Could the Authority please confirm that the total Deadweight of 40,000 Metric Tonnes over 4 ships concurrently has been reduced pro-rata?	The LIMS were calculated by analysis of past usage from all commands/customers. The Authority will continue to carry the same/similar load as we have previously. The calculation for the Cargo DWT is complex and does not affect the Deck Strength requirement e.g. every square metre needs to able to carry 5MT. This is driven by the heaviest piece of equipment we currently carry.
6	For the purposes of collaboration – can we issue contact details of everyone on the calls today and Wednesday?	We do not intend to release the attendee list for either sessions publicly.

7	Are we exempt from any of the Carbon Emissions legislation that is coming in?	We are not exempt, but we are exploring this. We are subject to all commercial & military regulations. We are aware of new regulations coming in and we will be subject to these and anything that would apply to a commercial ship will apply to our capability too. There is a wider governmental ambition to align to drive the NET Zero policy, we are open to proposals above and beyond the law.
8	Are we using UK Law rather than IMO law?	The Authority follows UK Law and abides by Internationally accepted IMO regulation.
9	There is a lot of noise around Navy Pods and Autonomy ARCIMS product from ATLAS for example and neither of these have been mentioned in the requirements document, are they likely to be included in the catalogue of goods?	A variety of cargo can be carried on the SSL-I which is captured through our draft KURs. Everything is subject to trials and experimentation at the moment. Longer term, such systems may be introduced into Defence capabilities but there is no intent to include it now. Therefore, the requirement will remain the same.
10	Please can you advise which organisation/entity will be the owner of the current 4 Point Class vessels on expiry of the present Private Finance Initiative?	At present as per the Private Finance Initiative the vessels will be owned by Foreland Shipping Limited upon contract expiration.
11	1. KUR 3a: The capacity of all cargo ramps when landed must be at least 75T. 2. KUR3b: The primary means of ramp ingress/egress of the ship must be capable of safely accommodating 75T of load whilst self-supporting (ie loading to / from a barge) and 150 T whilst supported. 3. KUR 3d: Quarter ramps and side ramps typically work to a single side to provide access in ports without adequate fixed Ro Ro facilities, under the basic premise that the ship can berth either port or starboard side too, in the same length of available dockside. Please could you confirm that a single side ramp access on ships with high levels of manoeuvrability would be an acceptable alternative?	1. KUR3A states *'Side ramps or quarter ramps must have a weight capacity of at least 75T. '* The Challenger 2 Main Battle Tank (MBT) is the heaviest single piece of equipment currently embarked. The Challenger Mk 3 will weigh slightly less (66T) but we need to cater for both variants. 2. The Authority has updated KUR3B please refer to Annex A in '20220211_SSLI Market Engagement Days Supporting Minutes'. Non-standard platform requirements include ramps design providing maximum flexibility and interoperability for MOD tasking including the carriage of MBT. 3. The Authority has updated KUR3D - please refer to Annex A in '20220211_SSLI Market Engagement Days Supporting Minutes'.

12	Quarter Ramps have a higher weight/landing point spot loading than simple stern ramps. Before considering any costly modifications to existing ships, could the Authority please confirm whether the RoRo Pontoons at the ports of embarkation will be modified to accept the higher spot loads when the for all cargo expected.	Infrastructure changes are not within scope of the project.
13	**KUR 3 e –** *Landing on all states of the tide without grounding.* In ports with a high range of tide (eg NW Europe) it is normal for RoRo cargo to be loaded via floating pontoons (Marchwood, Humber, Rosyth, Emden) or within a locked non-tidal basin (Royal Portbury Docks, Antwerp, Vlissingen, Immingham). Outside this geographical area (eg Canada, US Eastern Seaboard) it is accepted that there will be certain states of the tide when the ramp cannot simply be landed as there is no floating pontoon. Could we therefore ask for clarification as to whether KUR 3e is intended to recognise the requirement for ramps to be provided with fingers, plate covers and other devices to smooth the transition angles, where it is possible to land the ramp?	The KUR did not specify a solution in order to allow the maximum scope from respondents. Ramp fingers, plate covers and other devices are recognised as means to mitigate ramp angles in certain conditions. It is for respondents to demonstrate how they would meet the requirement.
14	**Deck Height vs Door Height** The Ramp door height is specified as a minimum of 6.5m in height (KUR 3c) but the internal deck height required is 7.5m (KUR 9f). It is extremely unusual to have an internal space on a RoRo with an internal deck height clearance in excess of the door limit. Further, a normal design feature of RoRo vessels is to have different free internal deck heights on different levels (lower on the bottom and higher towards the top of the ship) does the 7.5m requirement extend to all decks, just some or a proportion of the cargo space?	The Authority has updated an error in the KUR please refer to Annex A in '20220211_SSLI Market Engagement Days Supporting Minutes'. It is acknowledged that RoRo vessels have different free internal deck heights, with lower on the bottom and higher towards the top. The cargo must be able to embark and/or be moved by a mixture of MHE to an appropriate cargo stowage space.

15	**KUR 6b** We are uncomfortable with the legal status of UK Sponsored Reserves being called out to serve on a ship of a foreign (albeit NATO) state. Could the Authority please confirm they have taken advice as to the legal status of the vessel and it's crew in all conditions of operation?	The Authority is seeking further advice on this topic. Amendments to the requirement will be made where necessary as a result.
16	Where military personnel are carried with weapons and ammunition for the protection of the vessel under KUR 10, could the Authority please confirm that they have the correct legal authority on a non- UK flag vessel to use proportionate military force?	The Authority is seeking further advice on this topic. Amendments to the requirement will be made where necessary as a result.

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.	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).
KUR 3	Vessels must have a ramp capability for the purpose of loading/discharging military vehicles and equipment.	a. Side ramps or quarter ramps must have a weight capacity of at least 75T. b. **At least one ramp must be self-supporting.** c. **At least one ramp door must have a minimum width of 5m wide x 6.5m high.** d. **At least one side ramp must be provided for access 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.	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 seaports and berth safely for on/off load of Defence assets.	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.	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.	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.	Standards to be met uniformly across all ships: a. Decks and ramps strengthened (5T/m2). b. Ice protection Class 1a. c. Enhanced survivability. 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).	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 6.5m 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 military personnel persons with weapons, ammunition, and communications systems.