

**PROVIDE CLARIFICATION TO INDUSTRY QUESTIONS RELATING TO SOLICITATION
N00189-16-R-0022 – NAVSUP FLC NORFOLK ECONUS HUSBANDING REQUIREMENT**

Batch I of Questions and Answers

Preamble: The following answers provided by the Government are in response specific questions posed by industry during the set time between the Solicitation issue date (December 17, 2015) and the cutoff date (January 11, 2016) for accepting industry questions.

Note: Government responses are provided in red font below.

Question 1:

In the spreadsheet there is a reference to “class”

Landing Barge (Class I)
Landing Barges (Class II)
Landing Barges (Class III)
Landing Barges (Class IV)
Landing Barges (Class V)
Landing Barges (Class IA)

Can you please define what the class is in reference to?

Answer 1:

The reference to “class” in the spreadsheet, specifically listed in the Exhibit Line Item (ELIN) names, refers to the ship classifications as provided in J-2 Attachment – Ship Classifications (Description of Ships by Class and Type). Per the abovementioned ELINs, the offeror is to provide a fixed price for landing barges that would support a specific class of ship based on the ship classifications found in the J-2 Attachment. ELINs for landing barges have been separated by class of ship. For example, the offeror would offer a price for ELIN XX5M – Landing Barges (Class I) as the price for landing barges supporting Class I vessels.

Question 2:

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Para 5 states, “At the time the RTOP is issued, the Government will identify the estimated quantity for the volumetric services as well as a percentage range from that quantity. Contractors will be expected to propose a lump sum FFP for these volumetric services taking into account the percentage range. This price will be utilized in the Task Order evaluation.

Other solicitations for HSP services have set the range in the basic contract. In order to offer best price in the basic contract the HSP needs to know the percentage range to be used by the Government. Leaving discretion for different ordering officers to use different percentage ranges may result in the price offered in the base contract as being too low to cover costs associated with providing the service.”

Answer 2:

Other solicitations for HSP services do not contain language that sets the percentage range in the basic contract for volumetric services. The language under paragraph 5 is standardized across all NAVSUP FLC husbanding solicitations, with a range of +/- 15% being used as the example percentage range. The methodology of using a percentage range vice minimum guarantees was developed to account for the variations in quantity in order to reduce some risk on the part of the contractor. Specific offload schedules cannot be determined at the basic contract level and therefore a specific percentage range cannot be determined at the basic contract level; however, more information will be provided for individual port visits at the RTOP level to ensure a clear understanding of the volumetric services the ship requires during the port visit.

Question 3:

To assist with determining how to cost CHT removal and oily waste removal, please provide the following data for each class of ship (LCS1, LCS2, DDG, CG, LPD 51, etc).

- Quantity CHT to be pumped per 24 hour period
- Holding tank capacity for each ship class

Answer 3:

The quantity of CHT and oily waste to be pumped per 24 hour period for the port visit will be provided at the time the RTOP is issued. This information will not be provided at the basic contract level as specific offload schedules cannot be determined at the basic level.

For pricing purposes, the offeror is to use the provided estimated quantities of CHT and Greywater to be removed found in Exhibit AA – Exhibit Line Item Numbers (ELINs) Pricing Spreadsheet under ELIN AA6V – Collection, Holding and Transfer (CHT) and Greywater by Truck and ELIN AA6W – Collection, Holding and Transfer (CHT) and Greywater by Barge, i.e. 12,618 cm for ELIN AA6V and 3,586 cm for ELIN AA6W, when developing the proposed firm-fixed-price. Additionally, the offeror is to use the provided estimated quantity of oily waste to be removed found in Exhibit AA under ELIN AA5U - Oily Waste Removal – Truck, i.e. 159 cm when developing the proposed firm-fixed-price. ELIN AA5V is considered a “Reserved Item” under the ECONUS Husbanding requirement.

The holding tank capacity for each ship class will not be provided at the basic contract level nor at the task order level. The holding tank capacity is not the same within each ship class. Again, the offeror is to use the estimated quantities provided in Exhibit AA for the development of the proposed firm-fixed unit prices for each of the abovementioned ELINs. Knowledge of the ship’s holding tank capacity will not affect the amount of cubic meters of CHT pumped off each day during a port visit.

Question 4:

Other services are authorized to utilize HSP contract. Please advise how other users (USCG, MSC, etc) will compete Task Orders.

Answer 4:

Per Section G – Contract Administration Data, G-3 Contract Points of Contact, paragraph 4. ordering officers, contracting officers, contract specialists, purchasing agents, and other duly appointed individuals from the NAVSUP FLC, U.S. Coast Guard (USCG), and Military Sealift Command (MSC) are designated as Ordering Officers. Ordering Officers will follow the procedures for placing orders under Multiple Award Contracts as outlined in Section H – Special Contract Requirements, H-2 Ordering Procedures.

Question 5:

Page 35. Para b) (3) states the HSP shall provide standard receipt documents for all supplies, materials and services provided to the ship.

We assume the receipt can be the prime contractor’s receipt and no subcontractor receipts are required since all services are provided by HSP as prime contractor and are fixed priced at the T.O. level.

Answer 5:

The HSP should ensure that receipt documents for all services and supplies be provided. This would include receipts for services and supplies provided by subcontractors.

Question 6:

The solicitation requires that the offeror provide one price for services that is the maximum price to be charged from Maine to Texas. In a number of ports some services are not available or services will need to be mobilized from a great distance. If a service such as CHT or water by barge is not available locally, please advise if the price in the

base contract must cover mob/demob from out of area, and if so, what radius must the HSP be willing to cover in the offered base contract price?

Answer 6:

If services such as CHT or water by barge are not available locally and the prime contractor must have items/services mobilized and demobilized, the price in the base contract must cover mobilization and demobilization as part of the firm-fixed-price for the services. The solicitation will not be amended to provide a radius for coverage.

Any additional issues that arise with mobilization and demobilization during performance of task orders can be addressed via the claims process as outlined in contract clause 52.233-1.

Question 7:

Page 49. Yokohama fenders. Please describe size fenders to be used with each class of vessel (Class I, II, III, etc.).

Answer 7:

The size fenders to be used for each class of vessel are to be those that would fit with the respective ships for each class per the Attachment J-2. It is up to the offeror to decide on the size of fenders to provide. The offeror should use the Ship Classifications (Description of Ships by Class and Type) per the Attachment J-2.

The reference to “class” in the spreadsheet, specifically listed in the Exhibit Line Item (ELIN) names, refers to the ship classifications as provided in J-2 Attachment – Ship Classifications (Description of Ships by Class and Type). Per the abovementioned ELINs, the offeror is to provide a fixed price for Yokohama fenders that would support a specific class of ship based on the ship classifications found in the J-2 Attachment.

The size fenders to be used with each class of vessel should be determined by the offeror based on the dimensions provided in the ship classification document. Specifically, the size of the fenders under ELIN AA4N should be able to support Class I vessels as large as 560FT and as small as 226FT; the size of the fenders under ELIN AA4P should be able to support Class II vessels as large as 689FT and as small as 466FT; the size of the fenders under ELIN AA4Q should be able to support Class III vessels as large as 764FT and as small as 609FT; the size of the fenders under ELIN AA4R should be able to support Class IV vessels as large as 894FT and as small as 844FT; the size of fenders under ELIN AA4S should be able to support Class V vessels as large as 1,092FT; the size of fenders under ELIN AA4T should be able to support Class IA vessels as large as 179FT and as small as 87FT;and, the size of fenders under ELIN AA4U should be able to support Class IB vessels as large as 270FT and as small as 188FT.

Question 8:

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Yokohama fenders. Suggest a three or four day minimum for rental of fenders. Reason being is that the majority of costs associated with fender rental is the mob/demob costs since it involves cranes to place and remove from water and also use of boats. The cost of the fender is incidental to the service.

Answer 8:

There will be no minimum number of days for rental of fenders. The Solicitation will not be amended to include a minimum number of days for fenders.

Question 9:

ELIN AAAS Cellular Phone Usage. Please describe how much time/money is to be priced into Cellular Phone Usage with a unit of issue of “Each”.

Answer 9:

The price for ELIN AAAS – Cellular Phone Usage is to be priced as a daily charge for activation of the cellular phone and the capabilities for auto roaming and making long distance phone calls.

Question 10:

Small Business Subcontracting Plan. Are their targeted goals (either percentage or dollars) that a large contractor must include in their Small Business Subcontracting Plan?

Answer 10:

No, there are no targeted goals (either percentages or dollars) being provided by the Government for the Small Business Subcontracting Plan. Prime contractors are to subcontract with small businesses to the maximum extent practicable. For other-than-small prime contractors, the Small Business Subcontracting Plan goals shall be expressed in terms of whole dollars and percentages based on total planned subcontracting dollars. Of the total planned subcontracting dollars, the Small Business Subcontracting Plan shall include goals for Small Businesses, Small Disadvantaged Businesses, Woman-Owned Small Businesses, HubZone Small Businesses, Veteran Owned Small Businesses and Service-Disabled Veteran-Owned Small Business. The Government will consider prior achievement of small business subcontracting plan goals as well as the proposed dollar values and percentages related to this solicitation.

Question 11:

General Query

Portable Sanitary Facilities – If a ship visit consists of more than one ship but only one (or not each ship) has ordered Portable Sanitary facilities, then the rented facilities are used more than anticipated as the crews from other ships will use the facilities. How does NAVSUP want the HSP to charge in this case? Should the HSP charge each ship regardless if it has ordered the facilities or not?

Answer 11:

The charge for portable sanitary facilities will be based on the number of portable sanitary facilities ordered under the Task Order irrespective of how many ships will be visiting a port. The number of portable sanitary facilities ordered by the ship should be based on the estimated usage of those facilities. For example, if portable sanitary facilities are ordered during a fleet week, the number of portable sanitary facilities ordered will be based on the estimated usage by the public and ship crew. The HSP should not be charging each ship. The HSP will only invoice for these items under the Task Order in which they are ordered. If the number of portable sanitary facilities becomes inadequate, the HSP is to contact the Contracting Officer.

Question 12:

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Upon initial boarding, the HSP shall provide SUPPO with the following:

- All emergency telephone numbers, e.g. police, hospitals, firefighters,
- Shipboard generated industrial waste (SGIW) disposal, hazardous material (HAZMAT), and oil spill response plan;

Please advise what specific information for industrial waste (SGIW) disposal, hazardous material (HAZMAT) is required to be provided upon initial boarding as other sections of the solicitation appear to forbid HSP to collect and dispose of industrial/hazardous waste offload under the resulting contract.

Answer 12:

The HSP shall provide the ship with the response plans established by the Port Authority for Shipboard generated industrial waste (SGIW), Hazardous material and oil spill response. In addition, the HSP may be required to coordinate/communicate with the appropriate entities if required on an emergency basis for any hazardous waste/material offload. The HSP is not required to collect and dispose any industrial/hazardous waste offload. The specific information in the form of “response plans” is what is required.

Question 13:

Page 53 – Interpreter Services. As with the question above, we presume this clause was left in from other OCONUS contracts. Recommend removing this clause from this contract as it is not applicable for the ECONUS contract.

Answer 13:

This ELIN is listed as a “Reserved Item” in the exhibit, Exhibit AA – Exhibit Line Item Numbers (ELINs) Pricing Spreadsheet, and is therefore not required to be priced under this Solicitation. This item shall remain in the PWS as stated as this item is a part of the Navy’s Enterprise-wide standardization effort for husbanding contracts.