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<b>Title - Sujet</b> Light Icebreaker	
<b>Solicitation No. - N° de l'invitation</b> F7013-180034/A	<b>Date</b> 2019-02-15
<b>Client Reference No. - N° de référence du client</b> F7013-180034	<b>GETS Ref. No. - N° de réf. de SEAG</b> PW-\$\$MB-003-27203
<b>File No. - N° de dossier</b> 003mb.F7013-180034	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2019-04-16</b>	
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**Request for Information (RFI)**  
**On behalf of the Canadian Coast Guard (CCG)**  
**For the Procurement of One Existing Light Icebreaker**

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## **1.0 OBJECTIVE AND BACKGROUND**

### **1.1 Objective**

Canada, as represented by the Canadian Coast Guard (CCG), a Special Operating Agency of Fisheries and Oceans Canada (DFO), with the assistance of Public Services and Procurement Canada (PSPC), intends to consult industry to determine the following:

- (a) What are the commercially available options to deliver one existing Light Icebreaker to be owned and operated by Canada in order to address icebreaking and aids to navigation capacity gaps for CCG and also obtain input on the proposed Light Icebreaker Key Capabilities and Constraints (Annex A);
- (b) How will the solutions proposed by Industry provide economic benefits and support to the shipbuilding and broader marine industry in Canada. Consistent with the Buy-in-Canada Shipbuilding Policy, it is Canada's intent that the repair, maintenance and refit of vessels will be conducted in Canada;
- (c) The feasibility of the proposed Aboriginal Participation Component (APC); and
- (d) The Respondents input on the proposed procurement strategies.

### **1.2 Estimated Timelines**

- a) Canada intends to award a contract in winter 2020-2021.

### **1.3 Background**

- a) CCG's aging large vessels are becoming more expensive to maintain and are increasingly unreliable, which puts critical programs and services that Canadians depend upon at risk. A mix of measures has been implemented to replace and/or backfill CCG ships while they are undergoing Vessel Life Extensions, are out of service due to unplanned downtime and/or decommissioned earlier than planned.
- b) The procurement of one existing light icebreaking vessel is an interim measure that will address capacity gaps and maintain critical and mandated CCG icebreaking, aids to navigation and other programs and services over the next 20 years, until the new fleet is fully realized.

## **2.0 NATURE OF CONSULTATION**

- 2.1 This Request for Information (RFI) and Industry Consultation is an initial step in examining the solutions available to CCG. At this time, the focus of the consultation with Industry is to determine the commercial capability available for an existing vessel and obtain estimates for the potential cost of delivering the requirement. This RFI is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this RFI. The issuance of this RFI is not to be considered in any way as a commitment by Canada nor as authority to potential Respondents to undertake any work that could be charged to Canada. This RFI

shall not to be considered as a commitment to issue a subsequent solicitation or award contract(s) for the requirements described herein.

2.2 This consultation will be a 3 Stage Process:

**Stage 1 – Industry Day or Web-Ex teleconference**

On March 19<sup>th</sup>, 2019, an Industry Day will be held in Gatineau, Québec. Potential Respondents that are interested in being present during the Industry Day are requested to send, on or before March 8<sup>th</sup>, 2019, an e-mail confirmation to the Contracting Authority at [marc.a.aubin@tpsgc-pwgsc.gc.ca](mailto:marc.a.aubin@tpsgc-pwgsc.gc.ca). Please note that additional information (e.g. specific room location, time, etc.), will only be release to potential respondents that have submitted an e-mail confirmation to the Contracting Authority.

Potential Respondents that are not able to attend the Industry Day meeting in person may request participation through a web conferencing service via WebEx. Potential Respondents that are interested in participating through WebEx are requested to send, on or before March 8<sup>th</sup>, 2019, an e-mail confirmation to the Contracting Authority at [marc.a.aubin@tpsgc-pwgsc.gc.ca](mailto:marc.a.aubin@tpsgc-pwgsc.gc.ca). Potential Respondents that have shown preference in attending the Industry day via WebEx will subsequently be provided with an e-mail providing specific instructions.

**Stage 2 – One-On-One Meetings with Industry**

The purpose of the one-on-one meetings between Canada and individual potential respondents is to provide an opportunity to present and explain potential solutions they would like to propose in response to the RFI.

Individual one-on-one meetings will be scheduled following the industry day presentation (being March 19<sup>th</sup>, 2019) or the days following the industry day presentation (being March 20<sup>th</sup> and 21<sup>st</sup> 2019). Potential respondents that are interested in a one-on-one meeting are requested to send, on or before March 8<sup>th</sup>, 2019, an e-mail confirmation to the Contracting Authority at [marc.a.aubin@tpsgc-pwgsc.gc.ca](mailto:marc.a.aubin@tpsgc-pwgsc.gc.ca). Please note that additional information (e.g. specific room location, time, etc.), will only be release to potential respondents that have submitted an e-mail confirmation to the Contracting Authority.

**Stage 3 – Submission of responses.**

Stage 3 will be the submission of responses as detailed in 7.0 of this RFI.

**Important Note:** Respondents who did not participate in stages 1 or 2 of the RFI may still submit a response to the RFI.

**3.0 RESPONSE COSTS**

Canada will not reimburse any respondent for expenses incurred as a result of responding to this RFI. Respondents will have no claim for damages, compensation, loss of profit, or allowance arising out of providing answers and comments to this RFI.

## 4.0 TREATMENT OF RESPONSES

- 4.1 Use of Responses: The responses received may be used by Canada to develop or modify the procurement strategies or any draft documents contained in this RFI. Canada will review all responses received to this RFI.
- 4.2 Review Team: A review team composed of representatives of the Department of Public Services and Procurement Canada (PSPC), the Canadian Coast Guard (CCG) and the Department of Innovation, Science and Economic Development Canada (ISED) and Crown-Indigenous Relations and Northern Affairs Canada (CIRNA) will review each response. Canada reserves the right to hire any independent consultant, or use any Government resources that it considers necessary to review any response.
- 4.3 Activity: Canada may, at its discretion, contact any respondents to follow up with additional questions or for clarification of any aspect of a response.
- 4.4 Fairness Monitor: A fairness monitor will oversee the procurement process and will review all responses received to the RFI.

## 5.0 RFI CONTENTS

This RFI contains the following documents:

1. Annex A - Light Icebreaker Key Capabilities and Constraints (That includes Appendix 1 – Draft Light Icebreaker Concept of Operations and Mission Profiles)
2. Annex B - Proposed Procurement Strategies for the Light Icebreaker including its Conversion Work
3. Annex C - Buy-in-Canada Shipbuilding Policy and Industrial Benefits
4. Annex D - Aboriginal Participation Component (APC)

The above documents contain specific questions addressed to Industry. Responses to any and all of these questions are welcome and encouraged as they will help assist Canada with the procurement of one existing Light Icebreaker vessel. Furthermore, comments regarding any aspect of the documents are welcome.

These draft documents remain a work in progress and respondents should not assume that new requirements will not be added to any bid solicitation that may ultimately be published by Canada, nor should the respondents assume that none of the requirements will be deleted or revised.

## 6.0 ENQUIRIES

- 6.1 Respondents with questions regarding this RFI may direct their enquiries to:  
Contracting Authority: Marc Aubin [marc.a.aubin@tpsgc-pwgsc.gc.ca](mailto:marc.a.aubin@tpsgc-pwgsc.gc.ca)
- 6.2 All communications regarding this RFI must be directed to the Contracting Authority to ensure fair and transparent treatment of all respondents.
- 6.3 All questions from industry and answers (where and when possible) will be published on the Buy and Sell through an amendment to the RFI. Question sources will remain anonymous.

## 7.0 SUBMISSION OF RESPONSES

- 7.1 Time and Place for Submissions of Responses: Responses should be provided by e-mail, prior to the closing date and they may be sent to:

**Marc Aubin**

Public Services and Procurement Canada  
Marine Services and Small Vessel Sector  
Marine Chartering Services Directorate  
Place du Portage, Phase III, 6C2  
11 Laurier Street, Gatineau, Quebec K1A 0S5  
or by email to: [marc.a.aubin@tpsgc-pwgsc.gc.ca](mailto:marc.a.aubin@tpsgc-pwgsc.gc.ca)

- 7.2 Respondents are requested to provide their answers to the questions supplied at the bottom of Annex A, B, C and D. Respondents are also requested to provide any feedback, comments or concerns they may have to this RFI. Respondents can also provide comments regarding the content, format, and / or organization of any draft documents included in this RFI.
- 7.3 Response instructions: Respondents are free to choose how they wish to structure their response, so long as it's clearly organized and the document format is either MS Word or PDF.
- 7.4 Responsibility for Timely Delivery: Each respondent is solely responsible for ensuring its responses are delivered to the Contracting Authority on time to the correct location listed above.
- 7.5 Identification of Responses: Each respondent is to ensure that its name, return address, and questions answered in Annex A, B, C and D are clearly indicated.
- 7.6 Although the information collected may be provided as commercial-in-confidence (and, if identified as such, will be treated accordingly by Canada), Canada may use the information for budgetary and planning purposes as well as assist in developing options and drafting approval documents.
- 7.7 Respondents are encouraged to identify, in the information they share with Canada, any information that they feel is proprietary or confidential. Canada will handle the responses in accordance with the *Access to Information Act and Privacy Act*. Canada will not disclose proprietary or commercially sensitive information concerning Respondents or third parties, except and only to the extent required by law. For more information, please see <http://laws-lois.justice.gc.ca/eng/acts/a-1/>.

## **ANNEX A LIGHT ICEBREAKER KEY CAPABILITIES AND CONSTRAINTS**

### **1 INTRODUCTION**

This annex captures the desired icebreaking capabilities and the anticipated aids to navigation operational constraints.

Note: The capabilities and constraints are based on the anticipated mission profile for the Light Icebreaker. The draft Concept of Operations and Mission Profiles (Appendix 1) has been developed, but may still be subject to change. For the purposes of this RFI, Canada will consider vessels that comply fully or in part with the listed capabilities and constraints. For those capabilities and constraints that are not met, Canada requests an explanation on how they could be met.

### **2 ANTICIPATED AIDS TO NAVIGATION OPERATIONAL CONSTRAINTS**

- a) To access Prescott and Amherstburg Bases, ON, other Great Lakes ports and to service multiple buoys (in narrow channels and shallow water), the Bidder's vessel must have a maximum operating draft not exceeding 4.7m in fresh water or, must be able to conduct icebreaking operations at a minimum draft of 4.7m in fresh water as a documented condition in the vessel's stability book;
- b) The Bidder's vessel must have a beam of not greater than the St. Lawrence Seaway maximum of 23.77m;
- c) The Bidder's vessel must have a maximum length of 75m based on the requirement to turn in the most restrictive seaway operational zones (Detroit and St. Mary's Rivers); and
- d) The Bidder's vessel must have or be capable of accommodating a deck crane with a 20 tonne Safe Working Load (SWL) at a minimum 5 m outreach or extension over the side of the vessel.

### **3 DESIRED ICEBREAKING CAPABILITIES**

- a) The Bidder's vessel must have been maintained in Class by a Canadian (Transport Canada) recognized classification organization;
- b) The Bidder's vessel must perform all the normal functions associated with the provision of icebreaking services all of which requires repeated crash reversals and rapid responses from the propulsion system. The normal functions are as follows:
  - i) Escorting and freeing beset vessels of all types and sizes in close quarters;
  - ii) Backing and filling in close quarters;
  - iii) Ramming level ice, ice ridges and ice features;
  - iv) Turning in close quarters and narrow channels;
  - v) Operating in pack ice under pressure;

- vi) Wharf, harbour, channel and river breakouts;
  - vii) Flood control in tidal or river current;
  - viii) Operating in reduced visibility caused by snow or ice fog; and
  - ix) Emergency towing.
- c) The Bidder's vessel must have a minimum, level icebreaking capability of 0.6m of first year ice (Flexural strength 500 kPa) at a minimum speed of 3 knots; and
- d) Based on the ability to refuel, the Bidder's vessel must possess sufficient fuel capacity to provide for a minimum of 15 days (24 hours per day) at full power (icebreaking maximum rate of fuel consumption) while retaining a minimum 10-15% usable fuel reserve.

#### **4 ACCOMMODATIONS**

- a) The Bidder's vessel must possess Maritime Labor Convention compliant accommodations for a minimum of 10 officers and 15 crew; and
- a) The Bidder's vessel must possess Maritime Labor Convention compliant accommodations for a minimum of eight additional crew or supernumerary personnel for the purposes of CCG crew training and the delivery of other CCG programs.

#### **5 QUESTIONS**

- 1) Are any clarifications required to the draft document? If yes, please specify.
- 2) Are there missing elements that Canada should consider? If yes, please specify.
- 3) Are there any elements within the draft document that would limit your ability to respond or perform the work outlined in the document? If yes, please specify.
- 4) Do you have any other recommendations that you would like Canada to consider? If yes, please specify.
- 5) Do you have a vessel available for sale that meet these requirements?

If so:

- a) What would be the rough order magnitude price for its purchase (in \$CAD)?
- b) When would it be available for purchase?

If available, can you provide the following technical information:

Vessel Particulars:

- a) Vessel length;
- b) Vessel beam; and



- c) Vessel draft and minimum draft in fresh water while still maintaining icebreaking capabilities; and
- d) Age of vessel.

Vessel Operational Capabilities:

- a) Icebreaking capabilities (maximum thickness of ice and speed);
- b) Fitted anti-roll systems;
- c) Environmental design parameters (maximum and minimum air and water temperatures in which the vessel can operate);
- d) Vessel endurance, including fuel reserves;
- e) Ability to operate in the Canadian Arctic during the summer navigation season (June through October) under the Transport Canada Zone/Date System (ZDS) and the Arctic Ice Regime Shipping System (AIRSS) or, the IMO's Polar Operational Limit Assessment Risk Indexing System (POLARIS); Ice class notations or equivalent;
- f) Maximum open water speed and economical cruising speed;
- g) Bollard pull;
- h) Towing capacity; and
- i) Vessel Stability Booklet.

Vessel Design and Outfitting:

- a) Propulsion plant arrangement;
- b) Sea chest/sea bay;
- c) Accommodations;
- d) Medical facilities;
- e) Daughter boats and launching capabilities;
- f) Deck cranes, including SWL, reach and fitted winches;
- g) Towing winches, including SWL and wire length; and
- h) Hull coatings.

Vessel Regulatory Regime:

- a) Classification Society rule set that the vessel has been maintained to; and
- b) Vessel notations, including Ice Class or equivalent.

Additional Vessel Capabilities:

- a) Helicopter interoperability;
- b) ROV interoperability;
- c) Oil recovery capacity or notations;
- d) Dynamic positioning capability; and
- e) Fitted anti-friction systems, such as an air bubbler or hull wash.

Vessel Drawings:

- a) General Arrangement with scale noted;
- b) Wheelhouse/control position arrangement;
- c) Machinery Arrangement;

- d) Mid-Ship Section;
- e) Inboard Profile; and
- f) Tank Plan.



# APPENDIX 1: DRAFT LIGHT ICEBREAKER CONCEPT OF OPERATIONS AND MISSION PROFILES

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# 1 BACKGROUND

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As an interim measure, the Coast Guard's Fleet Recapitalization Plan includes additional Vessel Life Extension (VLE) investments to bridge the gap while awaiting for the delivery of dedicated new Canadian Coast Guard Vessels. In 2015-16, the Canadian Coast Guard (CCG) has identified a requirement for interim icebreaking capabilities to allow for backfilling of existing Coast Guard ships to mitigate capacity gaps while its current ships are out of service for VLE work and in the longer term, mitigate risks of ships being decommissioned before replacements can be delivered.

The Department of Fisheries and Oceans Canada's (DFO) mission is to manage Canada's oceans and major waterways so that they are clean, safe, productive and accessible, in order to ensure sustainable use of fisheries resources and to facilitate marine trade and commerce.

The mandate of the CCG is to support DFO in advancing sustainable aquatic ecosystems, supporting government priorities and economic prosperity, and contributing to the safety, accessibility and security of Canadian waters.

DFO derives its authority from the Oceans Act, Canada Shipping Act, DFO Act, and the Constitution Act (1867 to 1982). Additionally, the Oceans Protection Plan (OPP) is a key government commitment moving forward.

The Light Icebreaker (LIB) supports CCG in achieving its mandate by conducting a number of missions that contribute to:

- maintain maritime safety;
- facilitate maritime commerce and ocean development;
- support DFO science and hydrography programs;
- the protection of the marine environment; and
- the establishment of jurisdiction under the Law

Due to its economic importance and the responsibility to work cooperatively with the United States Coast Guard, the LIB is anticipated to be particularly active in the Great Lakes and the St. Lawrence seaway, breaking ice in more shallow areas, keeping corridors open, escorting relatively large ships (e.g. 1010ft x 100ft vessels are routinely assisted in the Great Lakes) and playing a key role in flood control.

## 2 MISSION PROFILE

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The LIB will deliver the following CCG Programs:

### 2.1 Primary Mission Program

It is anticipated that approximately 95% of the LIB operations will fall under any one, or combination of, the following three missions described below.

## **2.1.1 Aids to Navigation**

(Oceans Act Part 3 41)

The LIB will provide a platform to conduct the deployment, recovery and maintenance of fixed and floating navigation aids under the overarching authority of CCG's Aids to Navigation (ATN) Program.

These CCG vessels will be capable of lifting, deploying and/or servicing the floating aids used within its area of operation.

The LIB will provide an ample buoy work deck and carry a buoy tending self propelled (SP) barge in waters too shallow for the LIB. These aids may be year round and/or seasonal and placement of the floating aids to navigation often requires the vessel servicing the aids to be in positions close to shoals, rocks and reefs thus requiring the LIB to be highly manoeuvrable.

These ships may also be tasked with transportation of specialized technical personnel to service and construct remote fixed aids systems and their components.

## **2.1.2 Icebreaking**

(Oceans Act Part 3 41)

The Icebreaking program of CCG provides icebreaking and related services to facilitate the informed safe and timely movement of maritime traffic through and around ice-covered Canadian waters for the benefit of industry and communities.

This program activity includes escorting ships through ice-covered waters, freeing vessels beset in ice, conducting harbor breakouts, supports environmental protection (by minimizing damage to vessels navigating in ice), providing advice and ice information and reducing the risk of property damage by means of flood control on the St. Lawrence River through monitoring, prevention and breaking up of ice jams.

## **2.1.3 Search and Rescue (SAR)**

(Oceans Act Part 3 41, Canada Shipping Act)

CCG is responsible for the maritime component of Canada's SAR program which requires its vessels to conduct searches on the water, respond to marine distress calls and to provide assistance to disabled vessels.

All CCG vessels are multi-tasked to provide SAR response in addition to their other departmental programs. All CCG vessels have specially trained crew members and rescue equipment to enhance their ship's capability to support this lifesaving program. Depending on the size and range of the vessel, these vessels not only provide response to offshore SAR calls, these Coast Guard ships also have the endurance to remain on station for the duration of a prolonged search effort as well as providing a platform for on scene command and control capacity/capability.

Coast Guard vessels support the CCG SAR Program by providing support upon request of the Joint Rescue Coordination Centre (JRCC), by conducting searches, rescuing marine incident survivors with the vessel itself, Fast Rescue Crafts (FRC) and/or by towing disabled vessels.

In the Great Lakes, the LIB is the only maritime SAR resource in winter months when the station mode SAR vessels are unable to operate due to weather and ice conditions.

## **2.2 Secondary Mission Program**

Secondary Missions are anticipated to account for about 5% of the time the new LIB will be in use, as is the case with the current vessels. Secondary missions do not drive the operational profile, but the vessel must be able to support these missions. Secondary missions are largely supported via training and equipment that is brought on board the vessel.

### **2.2.1 Environmental Response**

(Oceans Act Part 3 41, Canada Shipping Act Part 5 130(1), OPP)

Coast Guard vessels support the CCG Environmental Response (ER) Program by providing support for lead agency services upon request of the Environmental Response Duty Officer, On-Scene Commander or Federal Monitoring Officer. These services can include: initial spill assessments; verifications and initial response operations; take on-water samples on behalf of the Pollution Response Officer; conduct On-Scene Commander or Federal Monitoring Officer functions when requested by ER and provide site safety.

### **2.2.2 Supporting Ecosystems and Fisheries Science**

(Oceans Act Part 3 41)

The LIB will provide a platform for the conduct of scientific research, development, monitoring and observation on behalf of DFO, Other Government Departments (OGDs) and agencies. The Science Program will have a principal focus on, but not necessarily limited to, marine and environmental science activities.

### **2.2.3 Support Hydrographic Survey Operations**

(Oceans Act Part 3 41)

The safe use of Canadian waterways requires knowledge of the physical limitations to navigation. Hydrography provides a reliable scientific basis to enhance the safety and efficiency of navigation by undertaking field surveys to measure water depth, bottom morphology, tides, water levels, currents and sound velocity. The LIB will be able to support hydrographic data collection missions.

### **2.2.4 Maritime Security**

(Oceans Act Part 3 41)

The role of CCG Maritime Security group is to meet government expectations for a departmental contribution to national security through proactive leadership and management of the maritime security file within DFO. CCG involvement in maritime security is based on its obligation under the Oceans Act to provide ships, aircraft and other maritime services in support of federal maritime priorities.

In support of national security, CCG uses its vessel fleet on-water expertise and extensive vessel monitoring systems to:

- Enhance awareness of possible maritime security threats;
- Support on-water law enforcement and responsiveness; and
- Enhance collaboration with departments and agencies throughout the maritime security community.

### **2.2.5 Support to Other Government Departments (OGD) Agencies**

CCG is mandated under the Oceans Act to support other departments, boards and agencies through the provision of ships, aircrafts and other marine services (e.g. Incident Command System (ICS) platform).

The LIB will support other departments, boards and agencies to the extent of its inherent capabilities.

### **2.2.6 Responding to Emergency Situations and Natural Disasters**

Canada borders on three oceans, stretches across six time zones, and encompasses mountains, plains, forests and the tundra. It hosts weather patterns that range from Arctic to moderate, from seemingly endless rains to drought and from numbing cold to heat waves. With all those landforms and weather types, the possibilities of severe weather and geological events are a constant reality.

In the event that a natural hazard occurs, the Government of Canada (GOC) will need to be of aid if it has affected the Canadian people, the surrounding property and environments involved that are in need of assistance dealing with this damaging event.

In such instances as a GOC asset, the LIB will assist within its inherent capabilities in the provision of relief to the afflicted communities as required.

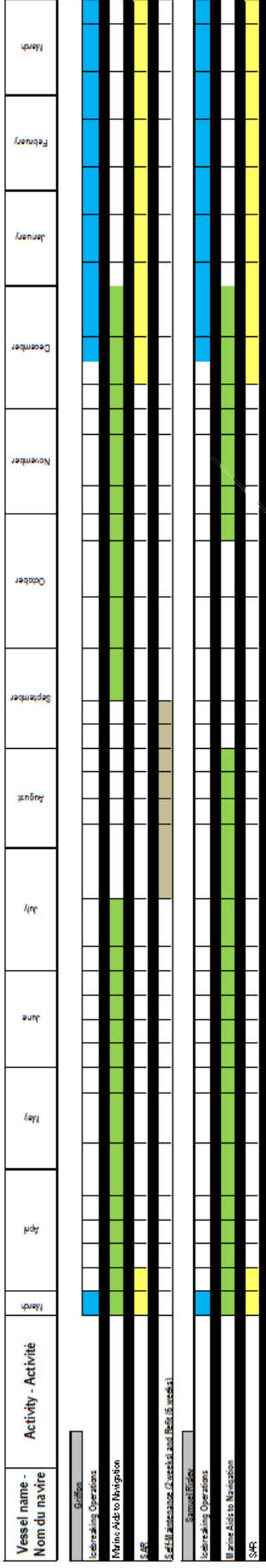
## **3 NOTIONAL OPERATIONAL SCHEDULE**

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The LIB shall be designed to be used throughout the year with an annual refit/maintenance period of six (6) weeks and alongside maintenance totaling two (2) weeks.

The notational operational schedule can be seen in figure 3.1 below.

In addition to delivering its primary operational program, the LIB will also act as “vessel of opportunity” for its secondary missions in accordance with its operational capability.



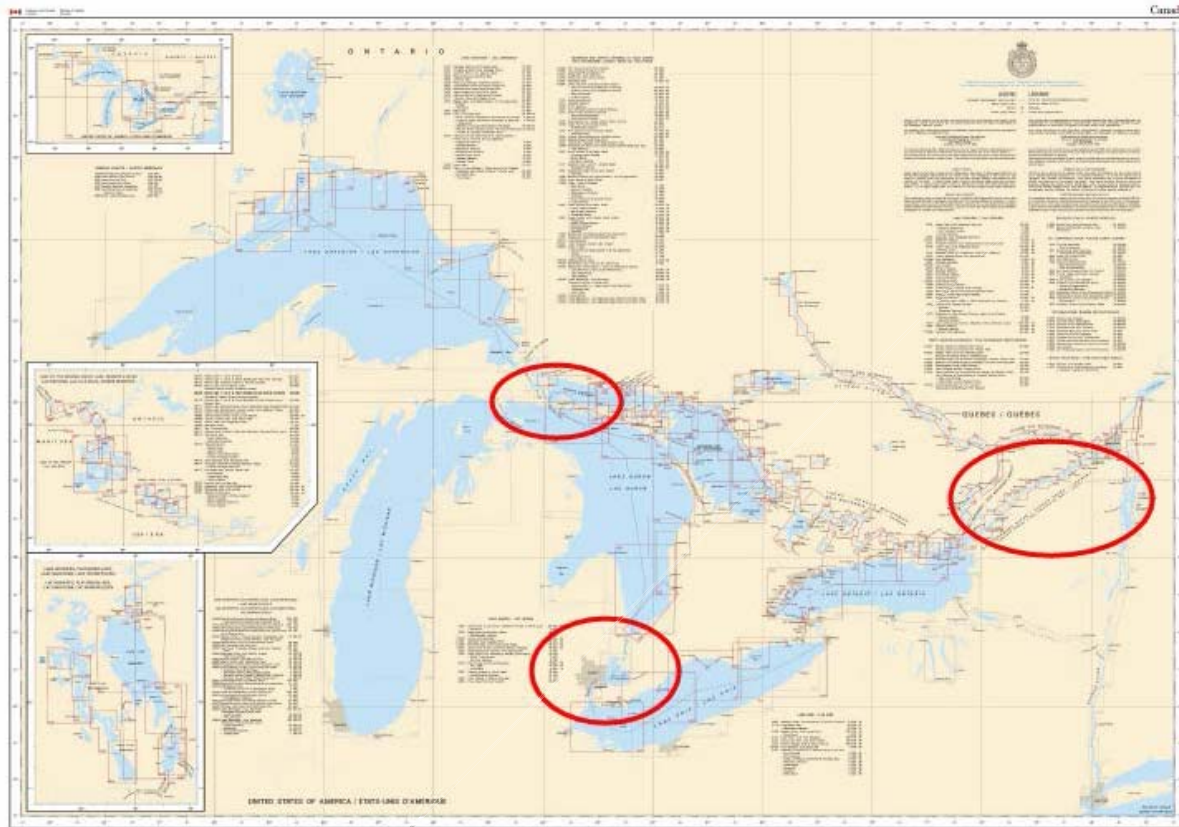
3.1 Figure: Notational Operational Schedule



## 4 OPERATIONAL ENVIRONMENT

The area of operation for the LIB is the East Coast, St-Lawrence River and the Great Lakes area.

Constraints on vessel dimensions, specifically draft and length, are primarily due to the need to perform operations in the Great Lakes area.



4.1 Figure: Great Lakes Area

 Areas Requiring Reduced Draft and Length

## **ANNEX B**

### **PROPOSED PROCUREMENT STRATEGIES FOR CONTRACTING FOR THE LIGHT ICEBREAKER AND ITS CONVERSION**

Please note that the following proposed procurement strategies are explained from a very high level perspective. All answers and comments received by the Respondents will be considered when Canada is reviewing and analyzing all available possibilities. As previously stated in the RFI document, Canada has various elements that need to be considered prior to determining the best procurement strategies (e.g. legal obligations, trade obligations, etc.) to be used for any possible Request for Proposal (RFP). Please also note that changes can be made to any proposed procurement strategy identified within this RFI for inclusion in any subsequent RFP that may be published by Canada.

#### **Option 1**

The first proposed procurement strategy would be broken down into two separate competitive requirements (two contracts):

Part 1 - a competitive process for Canada to acquire one existing Light Icebreaker vessel (Contract 1); and

Part 2 - a competitive process for the conversion work (to be completed in Canada) on Canada's Light Icebreaker vessel (Contract 2).

The winning Bidder for each competitive requirement would be chosen based on a technical and a financial component.

#### **Option 2**

The second proposed procurement strategy would be one competitive process for an existing Light Icebreaker vessel including its conversion work (to be completed in Canada) (one contract).

The winning Bidder would be chosen based on a technical and a financial component.

#### **Option 3**

The third proposed procurement strategy would be a two phase approach (one contract, multiple phases);

Phase 1 - To pre-qualify Bidders based upon CCG Light Icebreaker vessel requirements, which would be defined upfront in the RFP.

Phase 2 (only applies to pre-qualified Bidders from Phase 1) - Pre-qualified Bidders would submit their bid based upon detailed CCG Light Icebreaker requirements which would be defined upfront in the RFP. The Bidder would also be required to provide a 3<sup>rd</sup> party engineering study demonstrating how they would meet the detailed Light Icebreaker requirements. The engineering study would then be evaluated by Canada.

The winning Bidder would be chosen based on a technical and a financial component.

**Questions to be answered regarding the above options:**

- (1) What procurement strategy option would you prefer and why?
- (2) Do you see any issues with any of the procurement strategy options detailed above? If so, please explain and specify for which option.
- (3) Is there a procurement strategy that would require a potential Bidder to incur significant costs prior to submitting a bid? If so, which procurement strategy and what estimated costs are foreseen to be incurred?
- (4) Are the proposed procurement strategies easily understood? If not, what additional explanation or clarification would be required and for which option?
- (5) Do you have any other procurement strategy option(s) to suggest? If so, please explain the option you are envisioning.
- (6) Do you have any other comments to provide regarding the procurement strategies?

## ANNEX C

### INDUSTRIAL BENEFITS TO CANADA FOR THE CONVERSION OF THE LIGHT ICEBREAKER

#### Buy-in-Canada Shipbuilding Policy:

##### Background and Context:

- a. The Buy-in-Canada Shipbuilding Policy states that “The government will continue to procure, repair, and refit vessels in Canada subject to operational requirements and a competitive domestic marketplace”.
- b. This longstanding policy is a foundational element of the National Shipbuilding Strategy and is a significant support measure Canada uses to generate economic activity and sustain domestic shipbuilding, ship repair and broader marine industry capabilities.
- c. Canada wishes to ensure that its investments in shipbuilding and industrial marine related goods and services generate marine industrial benefits to Canada.
- d. The Buy-in-Canada Shipbuilding Policy will be taken into consideration during future related procurement decisions.
- e. More details on the Shipbuilding and Industrial Marine Policy Framework can be found on the Shipbuilding and Industrial Marine website by following this link: [http://www.ic.gc.ca/eic/site/sim-cnmi.nsf/eng/h\\_uv00053.html](http://www.ic.gc.ca/eic/site/sim-cnmi.nsf/eng/h_uv00053.html)

##### Policy Requirement:

- a. Under the Buy-in-Canada Shipbuilding Policy, interested firms will be expected to perform all necessary conversion work in Canada.

#### Question on Buy-in-Canada

For each solution(s) proposed:

- a. Please define what element (s) of your solution(s) to Canada’s interim measure would provide economic and industrial benefits to Canada (e.g. conversion, modifications, refit, overhaul, etc.).
- b. Expectation: Respondents to explain how their solution can maximize the amount of business activity they undertake in Canada.

## **Economic Leveraging**

It is Canada's intent to maximize Canadian labour and Canadian materials for the **conversion work** of this procurement. We are looking at this through the lens of the ITB Policy to see how we can leverage Canadian socio-economic benefits related to this procurement.

**Question 1:** What percentage of materials of the conversion work for the light icebreaker does your company believe could be procured in Canada, in terms of Canadian Content Value?

- *Canadian Content Value (CCV) is that portion of the value of a product or service that involves Canadian costs but does not include product components that were imported into Canada. For the purpose of valuing this exercise, only the CCV of a Canadian Company's product or service is counted.*

**Question 2:** What percentage of labour utilized during the conversion work of the light icebreaker does your company believe could be completed by Canadian labour?

- *"Canadian" means Canadian citizens and permanent residents, as defined in the immigration and Refugee Protection Act 2001, c.27.*

## Annex D – Potential use of the Aboriginal Participation Component

The purpose of the Request for Information (RFI) is to inform industry that Canada is exploring the idea of using an Aboriginal Participation Component (APC) for the procurement of the Light Icebreaker requirement and wishes to obtain feedback on the APC.

The APC is a mechanism designed to meet Canada's objectives of encouraging Aboriginal socio-economic development through federal contracting opportunities. The APC is also designed to encourage Industry Respondents to contribute to creating long-term sustainable and meaningful socio-economic benefits for Aboriginal people, businesses and communities.

The APC is a portion of the value of a contract that is set-aside for Aboriginal participation, which can be direct or indirect (or both). Direct APCs refer to business development and employment. Indirect APCs refer to scholarships, training and bursaries. The following is a description of each, as well as the proposed APC value, for which Canada is requesting Industry comments and feedback.

1. **Aboriginal Business Development:** Encourages prime contractors to contribute and invest in building and developing viable Aboriginal business capacity by procuring goods and services and sub-contracting to firms qualified under the Procurement Strategy for Aboriginal Business (PSAB).

**Question:** How does your business intend to maximize the use of Aboriginal firms (e.g. identify work intended to be carried out by Aboriginal firms, including contract and supply chain management)?

Industry Respondents should refer to Appendix 1 for information that can help identify Aboriginal business capacity, for contracting and sub-contracting purposes.

2. **Aboriginal Employment:** Encourages prime contractors to contribute to the APC through hiring Aboriginal employees.

**Question:** How does your business intend to maximize Aboriginal employment in its solution (s)? Please include details pertaining to Aboriginal recruitment and retention strategies and related job activities, such as the work to be carried out by each position.

Industry Respondents may wish to contact Employment and Social Development Canada (ESDC) to find out about Aboriginal labour programs.

3. **Aboriginal Training and Skills Development:** Encourages prime contractors to contribute to the APC by maximizing training opportunities and skills development in Aboriginal communities.

**Question:** How will training opportunities and skills development be maximized for Aboriginal persons? Please explain how on-the job and in-house training is to be provided, as well as succession plans.

4. **Other Indirect APCs:** the prime contractor may consider other relevant measures such as, but not limited to, career development, scholarships and supporting community outreach events to help Aboriginal communities in meeting their economic development needs.

**Question:** Does your business intend to implement any other relevant measure intended to support Aboriginal growth and development in meeting their economic and development needs?

Industry Respondents are encouraged to reach out to Aboriginal businesses and communities.

Canada is considering setting an annual minimum APC value of 3% of the total value of work billed to Canada during each Contract Year.

Contractors will be required to submit an APC Plan describing how they plan to meet the APC objectives and provide a clear statement of how they can achieve the minimum or higher APC value either through any or all of the following APC mechanisms: Aboriginal business development, employment, training and skills development, scholarships, and bursaries.

To support Canada in developing the Request for Proposal, we are requesting Industry input to the following:

1. Please provide comments on the proposed APC plan, including responding to the four aforementioned questions relating to the mechanisms used to implement the APC.
2. If you disagree with an APC value of 3%, please state why and state what a reasonable value for Aboriginal participation should be, in your opinion.

The APC will be closely monitored and managed throughout the life of the contract to ensure that Aboriginal benefits are achieved, and the prime contractor will be required to report on data itemized in the APC on an annual basis.

It should be noted that there will be a provision in the contract for the prime contractor to propose amendments to the Contracting Authority for the APC. Any such proposal must include a justification for the change and a detailed explanation that the change does not result in Aboriginal participation that is reduced in quantity or quality.

The APC compliments the objectives of the Procurement Strategy for Aboriginal Business (PSAB), which was established to increase Aboriginal businesses development through the federal government procurement process. The PSAB is a federal policy that reserves, or “sets-aside” certain contracts exclusively for competition among Aboriginal businesses where capacity exists. The Light Icebreaker requirement is not a set aside for Aboriginal businesses under the PSAB but does contain the APC to encourage contracting and subcontracting with Aboriginal businesses.

Appendix 2 provides PSAB definition on Aboriginal business and Aboriginal people. For more information on the PSAB, visit the PSAB web site at <http://www.aadnc-aandc.gc.ca/psab>.



## Appendix 1 – Aboriginal Business Capacity

To identify Aboriginal business capacity, for contracting and sub-contracting purposes, you can review the list of Aboriginal businesses registered in the Aboriginal Business Directory (ABD). The ABD is a search engine available to industry and the federal procurement community for identifying Aboriginal business suppliers. It is housed within Industry Canada's Canadian Companies Capabilities database <http://www.ic.gc.ca/app/ccc/srch/cccSrch.do?lang=eng&prtl=1&sbprtl=&tagid=248>.

In addition to the ABD, you can refer to other Aboriginal Business Directories such as:

- Canadian Council for Aboriginal Business [www.ccab.com](http://www.ccab.com)
- Union Gas <https://www.uniongas.com/about-us/community/aboriginal/business-list>
- Kativik Regional Government [www.krg.ca](http://www.krg.ca)
- BC Aboriginal Business Listing <https://catalogue.data.gov.bc.ca/dataset/bc-aboriginal-business-listings>
- Canadian Aboriginal and Minority Supplier Council [www.camsc.ca](http://www.camsc.ca)
- Province of Manitoba [www.gov.mb.ca/ana](http://www.gov.mb.ca/ana)
- Province of Ontario <https://www.lrcsde.lrc.gov.on.ca/aboriginalbusinessdirectory>

The Aboriginal Financial Institutions may also help in identifying Aboriginal business capacity <https://www.aadnc-aandc.gc.ca/eng/1100100033216/1100100033220>.

Interested potential bidders and potential subcontractors should engage early with Aboriginal businesses and communities to create meaningful relationships and beneficial partnerships with Aboriginal peoples. Aboriginal entrepreneurs and communities are very receptive to respectful working relationships where partners understand their interests.

Early engagement can benefit all concerned by: enhancing relationships; ensuring a common understanding of the project requirements; determining Aboriginal business capacity for the procurement of goods and services; and identifying skills and training gaps for employment of Aboriginal peoples. As a result, potential bidders and potential subcontractors that engage with Aboriginal communities and businesses in the development of their project plans may be in a better position to meet the outcomes as outlined in the APC for Aboriginal businesses and employment growth.

## **Appendix 2 – Aboriginal Definitions**

To be considered an Aboriginal firm, the firm must meet the definition of an Aboriginal business, as defined under the PSAB.

### **Aboriginal Firm**

"Aboriginal firm" means an entity which complies with the criteria set out in the PSAB. According to the PSAB, "Aboriginal firms" include sole proprietorships, limited companies, co-operatives, partnerships, or not-for-profit organizations. To be considered an Aboriginal business, a firm must meet the following criteria:

- (1) At least 51 percent of the firm is owned and controlled by Aboriginal people; and,
- (2) At least one third of the firm's employees, if it has six or more full-time staff, are Aboriginal. If a firm is starting a joint venture or consortium, at least 51 percent of the joint venture or consortium must be controlled and owned by an Aboriginal business or businesses, as defined above.

### **Aboriginal Person**

An Aboriginal person is defined as a Status or Non-Status Indian, Metis or Inuit person who is a Canadian citizen and resident in Canada.

### **Aboriginal Content**

"Aboriginal content" refers to the amount (e.g. dollar value or percentage of total value) of Aboriginal participation that will be created through this project. Aboriginal participation will include both labour force participation (i.e. value of salary and non-salary committed to employment and development of Aboriginal people), business participation (i.e. value of contracts awarded to Aboriginal subcontractors) and other measures.