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Major Marine Construction Sector/Sector des
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11 Laurier St./ 11, rue Laurier
Place du Portage, Phase III, 8B3
Gatineau
Quebec
K1A 0S5

**LETTER OF INTEREST
LETTRE D'INTÉRÊT**

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Marine Chartering Services Directorate/Direction des
services d'affrètements maritime
11 Laurier St./ 11, rue Laurier
Place du Portage, Phase III, 6C2
Gatineau
Quebec
K1A 0S5

Title - Sujet RFI - Domestic Polar Icebreaker	
Solicitation No. - N° de l'invitation F7013-190100/A	Date 2020-02-28
Client Reference No. - N° de référence du client F7013-190100	GETS Ref. No. - N° de réf. de SEAG PW-\$\$MB-006-27650
File No. - N° de dossier 006mb.F7013-190100	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-03-13	
Time Zone Fuseau horaire Eastern Daylight Saving Time EDT	
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: See herein	Buyer Id - Id de l'acheteur 006mb
Telephone No. - N° de téléphone (819) 420-2126 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: See herein.	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

Request for Information (RFI)

Domestic Capacity to build a Polar Icebreaker

Nature of Request for Information

The objective of this Request for Information (RFI) is to provide the Government of Canada with information on *domestic* shipyard capability and capacity to construct and deliver a large icebreaker of Polar-class.

Background

The Canadian Coast Guard (CCG) has a requirement for a large Polar-class icebreaker (IB), referred to herein as a Polar IB, to replace the Arctic capabilities of Canada's current largest and most capable icebreaker, the Canadian Coast Guard Ship (CCGS) *Louis S. St-Laurent*. A contract design for the new Polar IB has already been delivered and the intent is use this design in the eventual construction of the ship.

The CCGS *Louis S. St-Laurent* is due to be retired before the end of the decade and Canada is exploring all options to ensure the new Polar IB is built, assembled, launched, outfitted and delivered in the most timely, efficient and cost-effective manner.

As part of an overall options analysis, this RFI is seeking information on *domestic* capability and capacity to build a Polar IB that will meet high level technical and operational parameters within the timelines required by Canada.

Domestic is defined as a shipyard that is incorporated in Canada and its lands and premises where work will be performed must be geographically located in Canada. Work includes, as a minimum, the build, assembly, launch and outfitting activities.

This is not a bid solicitation. This RFI will not result in the award of any contract. As a result, potential suppliers of any goods or services described in this RFI should not reserve stock or facilities, nor allocate resources, as a result of any information contained in this RFI. Nor will this RFI result in the creation of any source list. Therefore, whether or not any potential supplier responds to this RFI will not preclude that supplier from participating in any future procurement. Also, the procurement of any of the goods and services described in this RFI will not necessarily follow this RFI. This RFI is simply intended to solicit feedback from industry with respect to the matters described in this RFI.

Contents of this RFI

This RFI contains a list of anticipated high-level technical, operational and delivery parameters for the construction and delivery of a Polar IB as well as corresponding questions related to capability and capacity of respondents to build and deliver a Polar IB. These parameters and questions are contained in Annex "A". Respondents should demonstrate how they can meet these parameters by addressing the five questions contained at Annex "A" in their submission to the RFI.

Nature of Responses Requested

Respondents are requested to describe how they can satisfy the requirements or objectives described in this RFI and respond to the questions contained herein. Respondents are also invited to provide alternative solutions to satisfying the objectives. Respondents are requested to clearly explain any assumptions they make in their responses.

Response Costs

Canada will not reimburse any respondent for expenses incurred in responding to this RFI. Respondents will have no claim for damages, compensation, loss of profit, or allowance arising out of providing comments in response to the RFI.

Treatment of Responses

Responses will not be formally evaluated. However, the responses received may be used by Canada to develop or inform the procurement strategies. Canada will review all responses which are received by the RFI closing date. Canada may, in its discretion, review responses received after the RFI closing date.

Respondents that indicate a capability and capacity to satisfy the requirement may be invited for a one-on-one meeting with members of the Review Team.

Review Team: A review team composed of representatives of Canadian Coast Guard (CCG), Public Services and Procurement Canada (PSPC) and Innovation, Science and Economic Development Canada (ISED) will review the responses. Canada reserves the right to hire any independent consultant, or use any Government resources that it considers necessary to review any response. Not all members of the review team will necessarily review all responses.

Confidentiality: Respondents should mark any portions of their response that they consider proprietary or confidential. Canada will handle the responses in accordance with the *Access to Information Act*.

PSPC may wish to disclose records that may be subject to the *Access to Information Act* with an independent third party for purposes of advising on the response. Should PSPC decide to follow this course of action, respondents will be forwarded and asked to complete a consent form, acknowledging Canada's intent.

Activity: Canada may, in its discretion, contact any respondents to follow up with additional questions or for clarification of any aspect of a response.

One-on-one Meetings

Respondents who indicate when addressing the questions at Annex "A" a capability and capacity to *domestically* build, assemble, launch, outfit and deliver an operational Polar IB may be invited for individual one-on-one meetings with Canada.

These meetings will be scheduled to occur within ten (10) business days from the RFI closing date in the National Capital Region (Gatineau QC/Ottawa ON) or via video or teleconference. Canada will make every effort to accommodate respondents within this window, however due to time-constraints, no later dates will be offered.

If interested in the individual one-on-one meetings, respondents are to include their company name and list of attendees (to a maximum of four (4)) and positions with their RFI response along with a preferred time and date, and preferred format, either tele/video conference or in person. The Contracting Authority will then coordinate a time and date.

The one-on-one sessions will consist of a single session per company to discuss items from the respondent's submission in more detail. These one-on-one sessions will be hosted by PSPC and CCG. Representatives from ISED may also be in attendance.

Enquiries

This is not a bid solicitation and therefore, Canada will not necessarily respond to enquiries in writing or by circulating answers to all potential respondents. However, respondents with questions regarding this RFI may direct their enquiries to:

Contracting Authority: Monique LaFleche and Cynthia Sutton

E-mail Address: Monique.lafleche@pwgsc-tpsgc.gc.ca and Cynthia.sutton@pwgsc-tpsgc.gc.ca

All communications regarding this RFI must be directed to the Contracting Authority to ensure fair and transparent treatment of all respondents.

Submission of Responses

Format of Responses: Respondents are requested to deliver their responses in both hard and electronic versions as follows:

i) Hardcopy: Five (5) copies; and

ii) Electronic: Via email to Monique.lafleche@pwgsc-tpsgc.gc.ca and Cynthia.sutton@pwgsc-tpsgc.gc.ca. If the total size of the email attachment exceeds 5 MB, the documents must be forwarded one at a time. The PSPC Contracting Authority will provide positive confirmation of receipt.

Time and Place for Submission of Responses: Respondents interested in providing a response should deliver it by the close of business on March 13, 2020 to the following address:

Monique LaFleche/Cynthia Sutton
Public Services and Procurement Canada
Major Marine Construction Sector, Polar Icebreaker Division
Place du Portage, Phase III, 8B3
11 Laurier Street,
Gatineau, Quebec K1A 0S5
Monique.lafleche@pwgsc-tpsgc.gc.ca and Cynthia.sutton@pwgsc-tpsgc.gc.ca

Responsibility for Timely Delivery: Each respondent is solely responsible for ensuring its response is delivered on time to the correct location.

Identification of Response: Each respondent should ensure that its name, company representative, return address, the solicitation number and the closing date appear legibly on the outside of the response.

ANNEX "A" – Polar Icebreaker Technical, Operational and Delivery Parameters**i) Technical and Operational Parameters**

Displacement	23,700 tonnes	
Length (overall)	149 metres	
Breadth	28 metres	
Draft	10.5 metres	
Air Draft	41 metres	
Full Speed	Minimum 18 knots in open water	
Range	20,000 nm	
Endurance (Consumables - not including fuel)	250-280 days	
Crew Berths	Approximately 35	100 Berths total
Supernumeraries	Approximately 65	Double cabins at a maximum
Icebreaking	Polar Class 2 (PC2)	
Science Equipment	<p>Either fitted with or fit to receive a range of scientific sensor suites including but not limited to Multi-Beam Echosounders (MBES), Sub-Bottom Profilers (SBP0), Acoustic Doppler Current Profilers (ADCPs).</p> <p>A range of scientific dry and wet laboratories.</p> <p>A range of scientific calibrated winches and davits capable of deploying towed and off-board scientific sensors.</p>	
Aviation	Capable of landing, refueling, operating and storing 2 medium helicopters.	

ii. Delivery and Timeline Parameters:

The Polar IB must be delivered by December 31, 2029.

RFI Questions for Respondents**1. Domestic Capability**

Respondents should confirm if they have the *domestic capability* to build, assemble, launch, outfit and deliver a Polar IB that meets the Technical and Operational Parameters in section "i". Respondents should provide examples that demonstrate this capability. If a respondent only has the *domestic capability* to perform certain of these activities, they should explain what work they could perform.

2. Domestic Capacity

Respondents should confirm if they have or will have the *domestic capacity*, including but not limited to access to available workforce and appropriate infrastructure, to build, assemble, launch, outfit and deliver a Polar IB by December 31, 2029. If a respondent only has the *domestic capacity* to perform certain of these activities, they should explain what work they could perform.

3. Operational Polar IB by December 31, 2029

Respondents should confirm if they can *domestically* build, assemble, launch, outfit and deliver an operational Polar IB that meets the Technical and Operational Parameters by December 31, 2029. If they cannot meet this timeline, they should indicate what the timeline would be for them to deliver an operational Polar IB.

4. Current/Planned/Anticipated Work

Respondents that indicate they can *domestically* deliver an operational Polar IB by December 31, 2029 per question 3 should explain how this will be feasible in terms of current, planned and anticipated future work on their order-books.

Respondents may propose alternative or innovative solutions including multi-yard solutions.

4a. National Shipbuilding Strategy (NSS) Yard

In their response to question 4, respondents that are - or would partner with - a shipyard selected or in a process to be selected to build large vessels under the National Shipbuilding Strategy (NSS) should clearly explain how the work to *domestically* deliver an operational Polar IB as per question 3 will not cause delay or disruption to other NSS projects either planned or anticipated by the shipyard. Planned or anticipated work includes any other NSS shipbuilding projects that have been announced by the Government of Canada for the shipyard, or any shipbuilding project that the shipyard is a candidate in a process to receive, and that will be required to be executed during the same time frame.

5. Rough Order of Magnitude Cost Estimate for a Polar IB

Respondents are invited to provide a rough order of magnitude cost estimate to domestically build, assemble, launch, outfit and deliver an operational Polar IB that meets the Technical and Operational Parameters by December 31, 2029. Respondents should include their base assumptions.

Definitions:

Capability is defined as having the relevant shipbuilding experience and knowledge to build, assemble, launch, outfit and deliver a Polar IB.

Capacity is defined as having the ability and all other factors in-place or accessible that would be required to build, assemble, launch, outfit and deliver a Polar IB.

Domestic is defined as a shipyard that is incorporated and its lands and premises where work will be performed must be geographically located in Canada. Work includes, as a minimum, the build, assembly, launch, and outfitting activities

Domestically is defined as having been built/assembled/launched/outfitted/delivered by a shipyard that was incorporated in Canada and its lands and premises where work was performed geographically located in Canada.