



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

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**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
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Quebec
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Title - Sujet Interim Science Vessel	
Solicitation No. - N° de l'invitation F7013-220401/A	Date 2022-05-27
Client Reference No. - N° de référence du client F7013-220401	GETS Ref. No. - N° de réf. de SEAG PW-\$\$MB-007-28690
File No. - N° de dossier 007mb.F7013-220401	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2022-06-30 Heure Avancée de l'Est HAE	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Martin, Erik	Buyer Id - Id de l'acheteur 007mb
Telephone No. - N° de téléphone (613) 296-7863 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: See herein - Voir ci-joint	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée See Herein – Voir ci-inclus	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)
INTERIM SCIENCE VESSEL
FOR
CANADIAN COAST GUARD

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Acronyms

ADCP	Acoustic Doppler Current Profiler
CCG	Canadian Coast Guard
DFO	Fisheries and Oceans Canada (Department of)
FIP	Federal Identity Program
IPC	Indigenous Participation Component
ISC	Indigenous Services Canada
ISED	Innovation, Science and Economic Development Canada (Department of)
ISV	Interim Science Vessel
LAN	Local Area Networks
LARS	Launch and Recovery System
MMCS	Major Marine Construction Sector
OOSV	Offshore Oceanographic Science Vessel
OPP	Oceans Protection Plan
PSPC	Public Services and Procurement Canada (Department of)
RFI	Request for Information
RFP	Request for Proposal
ROM	Rough Order Magnitude
SFOC	Specific Fuel Oil Consumption
SWL	Safe Working Load
UPS	Uninterrupted Power Supply
USBL	Ultra-short Baseline

REQUEST FOR INFORMATION

Note to Bidders:

There are no security requirements associated with responding to this RFI. However, any future procurement may include a security requirement as mandatory criteria at time of bid submission.

For more information about security requirements governing contracts, visit the Canadian Industrial Security Directorate website at <http://www.tpsgc-pwgsc.gc.ca/esc-src/index-eng.html>.

Bidders should be aware that Canada is not obligated to delay the award of a contract if a bidder does not meet the mandatory security requirements prior to contract award.

1. Objective of this Request for Information

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 use this Request for Information (RFI) to consult the industry on the following:

- a) To obtain industry's input on candidate vessels, associated costs and other considerations to enable Canada to assess the viability of chartering services for an Interim Science Vessel (ISV) capable of hydrographic and oceanographic science work in Canada's east coast;
- b) To provide industry with an early opportunity to assess and comment on proposed ways forward in order to maximize best value to Canada during a possible, subsequent Request for Proposal (RFP) phase and to solicit feedback and recommendations on any issues that would impact a supplier's ability to fulfill the requirement;
- c) To solicit industry knowledge and expertise regarding best practices towards a successful outcome for this procurement project;
- d) To gauge the feasibility of the proposed Indigenous Participation Component (IPC) as part of the Interim Science Vessel project in order to meet the Government of Canada's commitments of advancing Indigenous socio-economic development through federal contracting opportunities; and
- e) To gauge how the solutions proposed by industry will provide opportunities that would allow Canada to improve conditions for investment, enhance Canada's innovation performance, increase Canada's share of global trade and build a fair, efficient and competitive marketplace as part of the Interim Science Vessel project.

Whether or not any potential supplier responds to this RFI will not preclude that supplier from participating in any future procurement in this matter. Also, the procurement of any goods or services described in this RFI will not necessarily follow or result from this RFI.

2. Background Information

The CCG is seeking information regarding a potential charter of an Interim Science Vessel to conduct the work previously performed by the CCGS *Hudson*. The CCGS *Hudson* is at the end of its service life and its replacement vessel remains in construction.

The CCGS *Hudson* entered into service with the CCG in 1963 and has been a key platform for Fisheries and Oceans Canada's oceanographic and hydrographic science program. The vessel is based at the Bedford Institute of Oceanography in Dartmouth, Nova Scotia.

In 2010, the Government of Canada announced the National Shipbuilding Strategy to renew Canada's federal fleet of combat and non-combat vessels. Included in this strategy was the plan to replace the CCGS *Hudson* with an Offshore Oceanographic Science Vessel (OOSV). The project was awarded to Seaspan's Vancouver Shipyards Co. Ltd. in Vancouver, British Columbia.

The CCGS *Hudson* has undergone repair and refits in recent years. The objective of this work was to prolong the service life of the vessel until the delivery of the OOSV. In November 2021, the CCGS *Hudson* had a failure of its starboard propulsion motor which placed the vessel out of service. Repairs would not be economical and further investment may not allow it to return to reliable service. On January 19, 2022, the CCG announced that the CCGS *Hudson* would be decommissioned. Since the replacement vessel, the OOSV, will not be delivered for a further period of time, the CCG is investigating the possibility of chartering an Interim Science Vessel to maintain the continuity of Canadian scientific research on the east coast.

3. Procurement Process

The following steps are currently planned in this procurement process but are subject to change:

Task	Completion
RFI #1 Release	Spring 2022
*RFI #2 Release (Draft RFP)	Fall 2022
RFP Release	Winter 2023
Contract Award	Spring 2023

*Canada reserves the right not to release RFI #2 (Draft RFP) and proceed directly to the release of the Request for Proposal (RFP) or any other procurement process.

4. Nature of Request for Information

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 merely intended to solicit feedback from industry with respect to the matters described in this RFI.

5. Contents of this RFI

Some of the documents referred to in this RFI remain in development and respondents should not assume that new clauses or requirements will not be added to any bid solicitation that may ultimately be published by Canada. Nor should respondents assume that none of the clauses or requirements will be deleted or revised. Comments regarding any aspect of the documents are welcome.

6. Nature of Responses Requested

The attached Annexes B, C, D, E, and F provide further context on CCG's requirement. Annex B provides a template of capabilities/questions which is recommended to describe the proposed solution. Annex C and D provide a list of general questions that will provide important information to Canada for a potential procurement process.

In Annex E, respondents should identify any opportunities that would allow Canada to improve conditions for investment, enhance Canada's innovation performance, increase Canada's share of global trade and build a fair, efficient and competitive marketplace as part of the Interim Science Vessel project.

In Annex F, respondents should identify any potential use of the Indigenous Participation Component (IPC) as part of the Interim Science Vessel project.

The questions in Annex B, C, D, E, and F are not meant to limit industry's proposals or approaches in providing interim measures and are rather framed to allow CCG to better understand what is possible, in what timeframe, at what cost and under which considerations.

Respondents are encouraged to provide as much information about a candidate vessel as they have readily available to give Canada a comprehensive understanding of the vessel's capacity and configuration.

7. 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 answers and comments to this RFI.

8. Enquiries

This is not a bid solicitation, therefore Canada will not necessarily respond directly to enquiries in writing or by circulating answers to all potential suppliers. However, respondents with questions regarding this RFI may direct their enquiries to the following Contracting Officer no less than 5 days prior to the RFI closing date:

Contracting Officer: **Erik Martin**
Supply Team Leader
Major Marine Construction Sector (MMCS)
Public Services and Procurement Canada
E-mail Address: erik.martin@pwgsc-tpsgc.gc.ca

Canada may summarize the feedback received and inform industry on www.buyandsell.gc.ca regarding how industry's questions, ideas, solutions, etc., have been considered.

9. Treatment of Responses

Canada will review all responses received pursuant to this RFI.

- a) **Use of Responses:** Responses will not be formally evaluated. However, the responses received may be used by Canada to develop or modify procurement strategies or the requirements contained in this RFI. Canada will review all responses received by the RFI closing date. Canada may, in its discretion, review responses received after the RFI closing date.
- b) **Review Team:** A review team composed of representatives of Canada 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.
- c) **Confidentiality:** Respondents are encouraged to identify, in the information they share with Canada, any information that they consider to be proprietary or confidential. Canada will handle the responses in accordance with the Access to Information Act and the 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/>.
- d) **Follow-up Activity:** Canada may, in its discretion, contact any respondent(s) to follow up with additional questions or for clarification of any aspect of their response. This follow-up may take place as face-to-face meetings, videoconferences, teleconferences or email.

10. Format of Responses

- a) **Cover Page:** Respondents are requested to indicate on the front cover page of each volume or volumes the title of the response, the solicitation number, the volume number and the full legal name of the respondent.
- b) **Title Page:** The first page of each volume of the response, after the cover page, should be the title page, which should contain:
 - the title of the respondent's response;
 - the name and address of the respondent;
 - the name, address and telephone number of the respondent's contact;
 - the date; and
 - the RFI number.
- c) **Numbering System:** Respondents are requested to prepare their response using a numbering system corresponding to the one in this RFI. All references to descriptive material, technical manuals and brochures included as part of the response should be referenced accordingly.
- d) **Number of Copies:** Canada requests that respondents submit one electronic copy in PDF format of their response.

11. Submission of Responses

- a) **Time and Place for Submission of Responses:** Respondents should send responses via e-mail to erik.martin@pwgsc-tpsgc.gc.ca by the RFI closing date, June 30, 2022.
- b) **Maximum size per e-mail:** Please note that PSPC's network cannot receive e-mails larger than **5 MB (including attachments)**. Respondents might have to separate their response into multiple e-mails and/or compress (.zip) the files before sending. Respondents should advise the Contracting Officer if they intend to send their response through multiple e-mails.
- c) **Responsibility for Timely Delivery:** Each respondent is solely responsible for ensuring its response is delivered on time to the correct address.

Annex A - Vessel Operational Information

1. Scope

Canada is seeking information related to chartering an Interim Science Vessel to conduct scientific hydrographic and oceanographic work in Canada's east coast.

The anticipated provision of service duration is notionally over a 3-year period with a potential requirement for option years that could be exercised for services extending up to 5 years in total (to understand the cost dynamics of longer service durations). The provision of service options could be continuous/ongoing or they could be for short-term periods provided via a daily rate or other costing mechanism.

2. Area of Operations

The Vessel will be stationed at the Bedford Institute of Oceanography in Dartmouth, Nova Scotia. The area of operation for the vessel will include, but is not limited to, the Atlantic Ocean, the Gulf of St-Lawrence, and the southern Arctic region during the spring and summer.

3. Missions

The Interim Science Vessel may be required for several types of hydrographic and oceanographic science missions within Canada's sub-Arctic exclusive economic zone in the Atlantic Ocean. The missions may include but are not limited to the following:

Mission	Description
Atlantic Zonal Off-Shelf Monitoring Program	Program implemented by DFO to collect and analyze biological, chemical and physical oceanographic field data.
Natural Resources Canada Coring and Geophysics	Marine geological research of seabed mapping using sonars and seismic reflection methods and seafloor sampling using various sampling tools.
Benthic Survey	To support the protection of existing marine protected areas.
North Atlantic Right Whale Monitoring and Mooring Operations	Cetacean monitoring throughout the year to better understand the habitat and assess threats in our waters for species at risk.
Center for Offshore Oil and Gas Energy Research	DFO mandates to protect the health of the oceans, as part of the Oceans Protection Plan (OPP), from pollutants and measure ocean pollutants already existing in marine waters (e.g. hydrocarbons, microplastics, etc.)

Annex B - Vessel Capability - Question and Response Table

Name of Candidate Vessel: _____

Item	Description	Suggested Criteria	Candidate Vessel Information		
1	Age of Vessel (years)	Ideally less than 20 years old			
2	Length (m)	Approximately 70 m			
3	Breadth (m)	Approximately 15 m			
4	Draft (m)	Approximately 5.5 m			
5	Vessel complement	Indicate the minimum number of crew required to safely operate the candidate vessel.			
6	Accommodations	Berths to support vessel crew plus up to 22 Science personnel.	# Crew berths available		
			# Science berths available		
			Total # of cabins available		
7	Vessel cruise speed (kts)	10 - 12 kts minimum			
8	Vessel maximum speed (kts)	12 - 15 kts			
9	Vessel endurance (days)	Approximately 42 days continuous.			
10	Vessel range (sea state 1) (nm)	Approximately 12 000 nm			

11	Seakeeping operation	Operate in Sea State 0 to 6	<input type="checkbox"/> yes <input type="checkbox"/> no
12	Dynamic positioning	Is the proposed vessel capable of dynamic positioning?	<input type="checkbox"/> yes <input type="checkbox"/> no
13	Steerage	Can the candidate vessel maintain positive steerage at 1.5 kts forward speed at Sea State 6?	<input type="checkbox"/> yes <input type="checkbox"/> no
14	Noise profile	Can ship owner provide the candidate vessel underwater radiated noise profile?	<input type="checkbox"/> yes <input type="checkbox"/> no
15	Environmental conditions	Can the candidate vessel and its internal and exterior equipment operate in ambient air temperatures ranging from -30°C to +35°C?	<input type="checkbox"/> yes <input type="checkbox"/> no
Registration			
16	What is the candidate vessel's country of registry?		
17	Does the candidate vessel have an unlimited international voyage certification?		
18	Does the candidate vessel have a Polar Class designation in accordance with the International Maritime Organization Polar Code?		
	If yes, please state the Polar Class.		
19	If applicable, when was the most recent condition survey confirming such Polar Class designation?		
20	Can the supplier provide a recent classification society condition survey for the candidate vessel?		
			<input type="checkbox"/> yes <input type="checkbox"/> no

Working Deck			
21	Total working deck space (m²)	Approximately 400 m²	
22	Equipment and winches	Can client attach winches and equipment to the working deck?	<input type="checkbox"/> yes <input type="checkbox"/> no
			If yes, please provide details:
23	Sea water	Are there outlets for clean sea water on the working deck?	<input type="checkbox"/> yes <input type="checkbox"/> no
		Are there outlets for sea water on the working deck (to cool equipment)?	<input type="checkbox"/> yes <input type="checkbox"/> no
24	Electrical power	Does the candidate vessel have the following electrical power outlets on the working deck?	440 V, 3 Ph, 30 Amp <input type="checkbox"/> yes <input type="checkbox"/> no
			440 V, 3 Ph, 60 Amp <input type="checkbox"/> yes <input type="checkbox"/> no
			600 V, 3 Ph, 30 Amp <input type="checkbox"/> yes <input type="checkbox"/> no
			600 V, 3 Ph, 60 Amp <input type="checkbox"/> yes <input type="checkbox"/> no
			240 V, 3 Ph, 30 Amp <input type="checkbox"/> yes <input type="checkbox"/> no
		120 V, 1 Ph, 30 Amp <input type="checkbox"/> yes <input type="checkbox"/> no	

25	Power generation	List the type and number of engines.	
		How many generators?	
		What is the voltage output cycle?	
		How is voltage transformed to 600 V, 440 V, 220 V and 110 V?	
26	Fuel	What type of fuel used by the vessel?	
		What is the specific fuel and oil consumption (SFOC) for the vessel?	Vessel on Sea Duty SFOC =
		Does the vessel have a current Ship Energy Efficiency Management Plan? If yes, a copy is requested with the RFI submission.	Vessel at Port SFOC= <input type="checkbox"/> yes <input type="checkbox"/> no
27	Sea crane	Is the candidate vessel fitted with a sea crane?	<input type="checkbox"/> yes <input type="checkbox"/> no
		What is the sea crane's Safe Working Load (SWL) (mT)	
		Is the sea crane fitted with a winch?	<input type="checkbox"/> yes <input type="checkbox"/> no
28	A-Frame	Is the candidate vessel fitted with an A-Frame?	<input type="checkbox"/> yes <input type="checkbox"/> no
		What is the A-Frame SWL (mT)?	

29	Launch and Recovery System (LARS)	Is the candidate vessel fitted with a LARS?	<input type="checkbox"/> yes <input type="checkbox"/> no
		Can the LARS support a Hydro Wire Winch?	<input type="checkbox"/> yes <input type="checkbox"/> no
		Can the LARS support a large oceanographic winch?	<input type="checkbox"/> yes <input type="checkbox"/> no
	Laboratory workspace	Laboratory Type	Dimensions (m²)
30	List the type of laboratory spaces. Example: general-purpose lab, chemical lab, dry/computer lab, or others. Include the dimensions of each lab space and indicate if the laboratory space is fitted with sinks and a water outlet.	1.	<input type="checkbox"/> yes <input type="checkbox"/> no
		2.	<input type="checkbox"/> yes <input type="checkbox"/> no
		3.	<input type="checkbox"/> yes <input type="checkbox"/> no
		4.	<input type="checkbox"/> yes <input type="checkbox"/> no
		5.	<input type="checkbox"/> yes <input type="checkbox"/> no
31	Total dimensions of vessel laboratory workspaces (m ²)		
32	Local Area Networks (LAN)	Are the laboratory workspaces equipped with Local Area Networks (LAN).	<input type="checkbox"/> yes <input type="checkbox"/> no If yes, how many? _____
33	Are the laboratory spaces fitted with uninterrupted power supply (UPS) outlets?	<input type="checkbox"/> yes <input type="checkbox"/> no If yes, how many? _____	

34	Are the laboratory spaces fitted with non-uninterrupted power supply (UPS) outlets?	<input type="checkbox"/> yes <input type="checkbox"/> no If yes, how many? _____			
35	General storage space for science equipment (m ²).				
	Science Acoustic Equipment	System	Frequency /Description	Hull Mounted Mark with 'x'	Drop Keel/Ram Mark with 'x'
36	Indicate if the candidate vessel is fitted with the following equipment.	Sub Bottom Profiler	3.5 kHz		
		Acoustic Doppler Current Profiler (ADCP)	75 kHz		
		Acoustic Doppler Current Profiler (ADCP)	300 kHz		
		Multibeam (Deep)	EM304		
		Multibeam (Shallow)	EM2040		
		Ultra-short baseline (USBL) acoustic sensor	HiPAP 450		
		General Purpose Deep-Sea Echosounder	12 kHz		
		Acoustic Release Transducer	n/a		
	Integrated Positioning System	PosMV, Seapath			
	Sound Velocity Probe	AML SVP			

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Buyer ID - Id de l'acheteur
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Annex C - CCG General Information – Question and Response Table

Name of Candidate Vessel: _____

Item	Questions	Responses
1	<p>Can you provide the schematic general arrangement drawing of the candidate vessel?</p> <p>If yes, please include a copy of the drawing in pdf format (preferably) with the response to this RFI.</p> <p>NOTE: Electronic files over 5 MB must be compressed (.zip) before sending.</p>	
2	<p>Can you provide photos of the candidate vessel? (Jpeg format is preferred.)</p> <p>Photos of the interior bridge area, accommodations, the principal engineering/machinery spaces/laboratories, and the working deck space would be of interest.</p> <p>NOTE: Electronic files over 5 MB must be compressed (.zip) before sending.</p>	
3	<p>Would the candidate vessel be contracted as a bareboat charter or does the supplier propose to provide crew?</p> <p>Please provide details on options available.</p>	

4	<p>If Canada entered into a bareboat charter contract with the shipowner, describe the training that would be required by CCG crew in order to operate the candidate vessel?</p> <p>Please include:</p> <ul style="list-style-type: none"> Type of training Frequency of training Cost of training 	
5	<p>Can you provide a maintenance schedule (1st line / 2nd line and 3rd line) for the candidate vessel?</p> <p>If yes, please include with the response to this RFI.</p>	
6	<p>If Canada were to charter your candidate vessel, there may be a requirement to paint the vessel's exterior hull and superstructure in accordance with the Federal Identity Program (FIP). The CCG colours are red and white. Would you be able to comply with this requirement?</p> <p>Information on the FIP is available upon request to the Contracting Officer.</p>	<input type="checkbox"/> yes <input type="checkbox"/> no

7	What is the Rough Order Magnitude (ROM) cost for charter hire of the Interim Science Vessel? Please provide ROM in Canadian dollars (\$ CAD) and any assumptions made for the costs proposed. Please provide responses to items 7-a to 7-f below:		
7-a	Bareboat ROM/day 15-day charter duration	If chartered for a defined number of days per year – assuming a minimum of 200 days/year in minimum 15-day periods.	ROM/day:
7-b	Bareboat ROM/day 30 day charter duration	If chartered for a defined number of days per year – assuming a minimum of 210 days/year in minimum 30-day periods.	ROM/day:
7-c	Bareboat ROM/day Continuous charter on a yearly basis	If chartered on a minimum 3-year basis.	ROM/day:

7-d	Time charter ROM/day 15-day charter duration	If chartered for a defined number of days per year – assuming a minimum of 200 days/year in minimum 15-day periods.	ROM/day:	
7-e	Time charter ROM/day 30 day charter duration	If chartered for a defined number of days per year – assuming a minimum of 210 days/year in minimum 30-day periods.	ROM/day:	
7-f	Time charter ROM/day Continuous charter on a yearly basis	If chartered on a minimum 3-year basis.	ROM/day:	
8	Please confirm if Maritime Insurance / Liability Insurance is included in the charter rate costs.			<input type="checkbox"/> yes <input type="checkbox"/> no
9	The anticipated charter term is prospectively over a 3-year period with a potential requirement for option years that could be exercised for up to 5 years in total. Please explain how this service provision could impact the basis of payment and provide recommendations on most economical approach for Canada.			

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10	What would be the estimated time to deliver the candidate vessel to Dartmouth, N.S., from the date of the contract award?	_____/Weeks after contract award.
11	Please include any other information about the vessel and charter considerations (crew, costs, etc.) that may be useful to Canada.	

Annex D - PSPC - Question and Response Table

Item	Question	Response
1	Are there any elements within the RFI document that would limit your ability to respond or perform the work outlined in the document? If yes, please specify.	
2	What procurement option between bareboat and time charter would you prefer and why?	
3	Do you see any issues with any of the procurement strategy options detailed above? If so, please explain and specify for which option (i.e. bareboat or time charter).	
4	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?	
5	Do you have any other procurement strategy option(s) beside bareboat and time charter to suggest? If so, please thoroughly explain the option you are envisioning.	

Annex E - ISED - Question and Response Table

Item	Question	Response
1	Please highlight any opportunities or work that you may foresee being done in Canada, as a part of this contract, for instance modifications, repair, overhaul, maintenance, etc.	
2	As the vessel will be expected to perform its activities in Canadian waters, for any associated vessel/hull repair and maintenance, where would these activities be envisioned to occur? Please provide details.	

Annex F - ISC – General Information - Question and Response Table

Information Related to the Indigenous Participation

Canada is considering incorporating Indigenous participation as part of the ISV charter in order to meet the Government of Canada's commitments of advancing Indigenous socio-economic development through federal contracting opportunities.

Indigenous participation can be achieved through direct means of participation, or indirect means of participation.

Direct and Indirect Forms of Indigenous Participation

(a) Direct Participation

Can be any one of the following:

Indigenous Business Development: The Supplier must demonstrate it builds and develops viable Indigenous business capacity. The supplier must contribute and invest in the development and viability of Indigenous businesses by procuring goods and services from eligible Indigenous firms. The supplier is also encouraged to demonstrate how it intends to maximize the use of Indigenous businesses, such as identifying the work intended to be carried out by Indigenous businesses, including contract and supply chain management.

Indigenous Employment: The Supplier must demonstrate its employment of Indigenous peoples, which may include details pertaining to Indigenous recruitment and retention strategies and related job activities such as the work to be carried out by each position.

Indigenous Training and Skills Development: The Supplier must demonstrate the training opportunities and skills development for its Indigenous employees, such as on-the-job training, in-house training, as well as succession plans.

(b) Indirect Participation

Indirect participation may include career development, scholarships, grants, and community outreach to support Indigenous communities in meeting their economic development goals.

Questions to Industry related to Indigenous Participation

Item	Question	Response
1	<p>How can your company maximize Indigenous participation in the Interim Science Vessel Project?</p> <p>For instance:</p> <ul style="list-style-type: none"> - Incorporating Indigenous businesses within your supply chain - Hiring Indigenous employees - Other relevant measures intended to support Indigenous socio-economic development including, but not limited to training, skills development, scholarships, grants and bursaries 	
2	<p>Where does your company see an opportunity for Indigenous participation within the Interim Science Vessel Project?</p> <p>Such as:</p> <ul style="list-style-type: none"> - Vessel modifications; - Vessel repair and overhaul; - Maintenance; - Etc. 	
3	<p>When Indigenous participation is incorporated into projects, a portion (percentage or dollar value) of the total value of the contract is allocated exclusively for Indigenous subcontracting and/or employment and/or other indirect forms of Indigenous participation. What percentage of the total value of the contract do you see as attainable and achievable to incorporate Indigenous participation in the Interim Science Vessel Project? Should Indigenous participation only be considered for certain project deliverables, and if yes, which?</p>	

4	Does your business have a history of employing Indigenous Peoples or subcontracting with Indigenous businesses?	
5	What incentive strategies have you encountered in previous contracts to encourage Indigenous involvement resulting in skills development, capacity building, and economic benefits to Indigenous groups?	
6	Is your business located within a modern treaty ? If yes, please specify which one.	
7	Is your business registered in the Indigenous Business Directory and therefore an Indigenous business eligible under the Government of Canada's Procurement Strategy for Indigenous Business ?	

Identifying Indigenous Business Capacity

The [federal Indigenous Business Directory](#), managed by Indigenous Services Canada, can be leveraged to help determine Indigenous business capacity for a particular commodity. For the purposes of this project, Indigenous businesses are required to be verified and registered in the federal Directory.

Other Indigenous business directories can be used to assist in assessing capacity, such as, but not limited to:

- Canadian Council for Indigenous Business: <https://www.ccab.com/>
- Union Gas: <https://www.uniongas.com/about-us/community/indigenous/business-list>
- Indigenous Business and Investment Council: <https://www.bcibic.ca/>
- Canadian Indigenous and Minority Supplier Council: www.camsc.ca
- Province of Manitoba: <https://www.gov.mb.ca/inrl/>
- Province of Ontario: <https://www.ontario.ca/page/indigenous-businesses-bidding-government-contracts>
- Native Women's Association of Canada: <https://www.nwac.ca/womens-business-directory/>

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Early Engagement with Indigenous Businesses

Early engagement with Indigenous communities and businesses is beneficial for suppliers to:

- enhance relationships;
- ensure a common understanding of the project requirements;
- determine Indigenous business capacity for the procurement of goods and services; and
- identify skills and training gaps for employment of Indigenous peoples.

Identifying Indigenous Employment Opportunities

Industry respondents may wish to contact Employment and Social Development Canada (ESDC) to learn more about their Indigenous Labour Programs that may help support Indigenous businesses with subcontracting opportunities. ESDC's Indigenous Skills and Employment Training Program is designed to help Indigenous people improve their skills and find employment, visit their website for more information: <https://www.canada.ca/en/employment-social-development/programs/indigenous-skills-employment-training.html>.

In addition to ESDC, there are numerous provincial and non-profit Indigenous employment and skills development programs. For more information contact: indigenousprocurement@sac-isc.gc.ca

Definitions related the Indigenous Participation

Incorporating Indigenous participation into federal contracting complements the objectives of the [Procurement Strategy for Indigenous Businesses \(PSIB\)](#) and the [mandatory requirement for federal departments and agencies to ensure a minimum of 5% of the total value of contracts are held by Indigenous businesses](#). PSIB is a federal policy that reserves, or 'sets aside' certain contracts exclusively for competition among Indigenous businesses where capacity exists. The Land Vehicle Crew Training System project is not a set aside for Indigenous businesses under PSIB, but may contain Indigenous subcontracting, employment and/or other forms of participation.

For definitions of 'Indigenous business,' 'Indigenous Person' and 'Indigenous Content,' visit: <https://www.sac-isc.gc.ca/eng/1100100032802/1610723869356>.

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Further Information and Assistance

Indigenous Services Canada is available to provide assistance to respondents with:

- Providing resources to identify Indigenous business capacity
- Participate in events and workshops
- Provide advice on diversifying supply chains

Email: IndigenousProcurement@canada.ca

Phone: 1-800-400-7677

Website: <https://www.isc-sac.gc.ca/eng/1100100032802/1610723869356>