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11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

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K1A 0S5

Bid Fax: (819) 997-9776

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 HSFEC High Seas Fisheries Enforcement Charter	
Solicitation No. - N° de l'invitation FP859-220407/A	Date 2023-04-14
Client Reference No. - N° de référence du client 0020220407	GETS Ref. No. - N° de réf. de SEAG PW-\$\$MB-008-29041
File No. - N° de dossier 008mb.FP859-220407	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 2023-05-17 Heure Avancée de l'Est HAE	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Girard (008mb), Mélanie	Buyer Id - Id de l'acheteur 008mb
Telephone No. - N° de téléphone (819) 661-4312 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Specified Herein Précisé dans les présentes	

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)
HIGH SEAS FISHERIES ENFORCEMENT CHARTER (HSFEC)
FOR
THE DEPARTMENT OF FISHERIES AND OCEANS (DFO)

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Acronyms

AIS	Automatic Identification System
C&P	Conservation and Protection Directorate
CCG	Canadian Coast Guard
DFO	Department of Fisheries and Oceans
ECDIS	Electronic Chart Display and Information System
EEZ	Exclusive Economic Zone
HSFEC	High Seas Fisheries Enforcement Charter
ISC	Indigenous Services Canada
ISED	Innovation, Science and Economic Development Canada
IPC	Indigenous Participation Component
PPE	Personal Protective Equipment
PSPC	Public Services and Procurement Canada
RFI	Request for Information
RFMO	Regional Fisheries Management Organization
RFP	Request for Proposal
RHIBs	Rigid-Hull Inflatable Boats
ROM	Rough Order of Magnitude
RPAS	Remotely-Piloted Aircraft Systems
SOLAS	International Convention for the Safety of Life at Sea
SWL	Safe Working Load
TBD	To be determined
WMO	World Meteorological Organization

REQUEST FOR INFORMATION (RFI)

Note to Respondents:

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 Department of Fisheries and Oceans (DFO), with the assistance of Public Services and Procurement Canada (PSPC), intends to use this 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 a High Seas Fisheries Enforcement Charter capable of conducting boarding and inspection operations of vessels engaged in fishing activities on the high seas of the North Pacific Ocean;
- b) To provide industry with an early opportunity to assess and comment on the attached documentation 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 High Seas Fisheries Enforcement Charter 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, and build a fair, efficient and competitive marketplace.

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. Context Information

For the context information, please refer to section 1. of the attached Annex A.

3. Procurement Process

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

Task	Estimated Timelines
*RFI/B Release (Draft RFP)	Spring 2023
RFP Release	Summer 2023
Contract Award	Winter 2024

*Canada reserves the right not to release RFI/B (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 following attached Annexes provide further context on DFO's requirement:

- Annex A Vessel Information Package
- Annex B Vessel Capability – Question and Response Table
- Annex C DFO General Information – Question and Response Table
- Annex D PSPC – Question and Response Table
- Annex E ISED – Question and Response Table
- Annex F ISC – General Information – Question and Response Table

Annex A details the concept of operations, vessel requirements and services sought out by the Client department.

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 High Seas Fisheries Enforcement Charter project.

In Annex F, respondents should identify any potential use of the Indigenous Participation Component (IPC) as part of the High Seas Fisheries Enforcement Charter project.

The questions in Annex B, C, D, E, and F are not meant to limit industry's proposals or approaches in providing a charter vessel and associated services, and are rather framed to allow DFO 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: **Mélanie Girard**
Supply Officer
Major Marine Construction Sector (MMCS)
Public Services and Procurement Canada
E-mail Address: melanie.girard@pwgsc-tpsgc.gc.ca

Canada may summarize the feedback received and inform industry on www.canadabuys.canada.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, e-mail address (primary and secondary) 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 of their response in PDF.

11. Submission of Responses

- a) **Time and Place for Submission of Responses:** Respondents should send responses via e-mail or epost Connect to melanie.girard@pwgsc-tpsgc.gc.ca by the RFI closing date indicated on the front page.

Epost Connect

The epost Connect system has a limit of 1GB per single message posted and a limit of 20GB per conversation.

The only acceptable email address to use with epost Connect for responses to this RFI is:
melanie.girard@pwgsc-tpsgc.gc.ca.

To submit a response using the epost Connect service, the respondent must send directly its response only to the specified email address, using its own licensing agreement for epost Connect provided by Canada Post Corporation: [Connect: share secure digital files | Business | Canada Post \(canadapost-postescanada.ca\)](#)

It should be noted that the use of epost Connect service requires a Canadian mailing address. Should a respondent not have a Canadian mailing address, they may use the following address in order to register for the epost Connect service:

11 Laurier St.
Place du Portage, Phase III,
Gatineau, Quebec
K1A 0S5

The respondent must keep the epost Connect conversation open until at least 30 business days after the RFI closing date and time.

The solicitation no. (FP859-220407/A) should be identified in the epost Connect message field of all electronic transfers.

For responses transmitted by epost Connect service, Canada will not be responsible for any failure attributable to the transmission or receipt of the response including, but not limited to, the following:

- i. receipt of a garbled, corrupted or incomplete response;
- ii. availability or condition of the epost Connect service;
- iii. incompatibility between the sending and receiving equipment;
- iv. delay in transmission or receipt of the response;
- v. failure of the respondent to properly identify the response;
- vi. illegibility of the response;
- vii. security of the response data; or,
- viii. inability to create an electronic conversation through the epost Connect service.

Annex A - Vessel Information Package

1. Context

The Conservation and Protection (C&P) Directorate of the Department of Fisheries & Oceans (DFO) is initiating a boarding and inspection program to be conducted on the high seas of the North Pacific Ocean.

Presently, DFO and the Canadian Coast Guard (CCG) do not have the necessary program vessels within the Pacific fleet to fulfil C&P's future offshore requirements beyond Canada's Exclusive Economic Zone (EEZ) in the Pacific Ocean.

DFO will require a High Seas Fisheries Enforcement Charter capable of operating within a vast area of the North Pacific Ocean, including the northwestern and central Pacific Ocean, to facilitate boarding and inspection activities to be completed by teams of Canadian fishery officers, who will perform these monitoring and compliance activities upon the industrial fishing vessel fleets that operate within these regions. The envisaged fisheries monitoring and compliance program will be seasonal in nature, and will occur between the months of May and October for a total of approximately 90 operational days per year. Canada will initiate this new fisheries monitoring and compliance program for the purpose of further protecting and conserving fish stocks vital to the health of marine ecosystems within the North Pacific Ocean and to Canada's sustainable fisheries sectors, coastal communities and indigenous peoples.

The High Seas Fisheries Enforcement Charter will be required to serve as a "mothership" for two rigid-hull inflatable boats (RHIBs), which will be launched from the charter vessel and crewed with boarding and inspection teams, who will proceed to effect the inspection activities of fishing vessels from aboard the RHIB. The inspection activities will be carried out in accordance with Canadian fisheries legislation and the legal framework of international fisheries treaties and regional fisheries management organizations (RFMOs) to which Canada is a member, including the North Pacific Fisheries Commission, Western and Central Pacific Fisheries Commission, and the North Pacific Anadromous Fisheries Commission, which authorize Canada to conduct monitoring and compliance activities of foreign-flagged fishing vessels on the high seas. (See section 5. of Annex A for more information)

In addition to the High Seas Fisheries Enforcement Charter's primary function of transiting and patrolling within the extensive waters of the North Pacific to and from operational areas, and launching and recovering boarding teams from ship-carried RHIBs for daily inspection activities, there may be other associated activities carried out onboard, including scientific water sampling, and the ship-based deployment of remotely-piloted aircraft systems (RPAS).

2. Scope

Canada has a requirement to charter a High Seas Fisheries Enforcement Charter to conduct and facilitate fisheries compliance and monitoring activities within an extensive area of the North Pacific Ocean ranging from Canada's Pacific Coast to the northwestern Pacific Ocean.

3. Background

The purpose of this RFI is to seek industry input as to what options exist or could be developed to charter an offshore vessel platform and facilitate the delivery of DFO's requirements to conduct its international fisheries compliance and monitoring program in the North Pacific Ocean.

The questions are not meant to limit industry's proposals or approaches in providing measures and are rather framed to allow DFO to better understand what is possible, in what timeframe, at what cost and under which considerations.

To provide further context on DFO's requirements, Annex B and C are attached. Annex B provides a

template of capabilities/questions that could be used to describe the proposed solution. Annex C provides a list of general questions that will provide important information to Canada for the procurement process.

For the purpose of this RFI, 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/on-going or they could be for short term periods provided via a daily rate or other costing mechanism.

Respondents are requested to use the Annex B and C as the template for their response.

4. Areas of Operation

The area of operation for the vessel will include, but is not limited to, the North Pacific Ocean.

The vessel charter will be required to initiate the operational portion of the service at a port in the south coast British Columbia (TBD, but likely Victoria) where it will be required to take on operational equipment and client personnel prior to initiating the patrol and transit towards the high seas area of operations (figure 1) in the North Pacific.

The charter will also be required to make international port calls outside of Canada in between each patrol to complete vessel bunkering, provisioning, and to enable crew changes of client personnel. The vessel must be capable of making port calls in Dutch Harbour (Alaska), and should have the capability to make port calls at additional foreign ports, including within Japan, and Hawaii, by established immigration and security permissions.

Upon conclusion of the seasonal patrol operations the vessel charter will be required to offload equipment and/or client personnel at a port in south coast British Columbia.

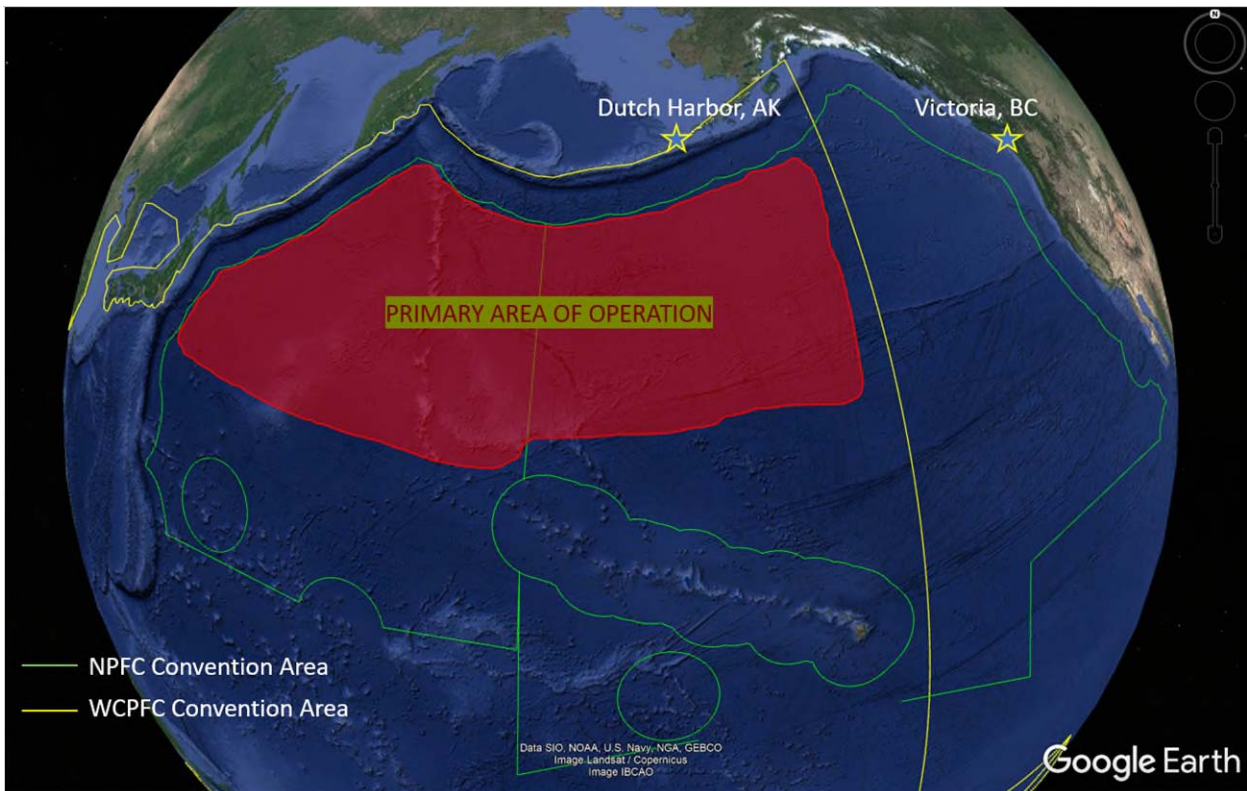


Figure 1 : Primary Area of Operations

5. Mission Requirements

5.1 Operational Activities

The High Seas Fisheries Enforcement Charter will be operated and equipped by the supplier to provide Canada with 24/7 operational capabilities while on patrol. The patrols will be conducted in accordance with an operational schedule. Each patrol is estimated to be approximately one month in duration, inclusive of transit time to and from port, and will occur consecutively within the operational window.

Due to the remoteness of the anticipated operational areas and to ensure an operational redundancy in the event of potential mechanical failure, there will be a requirement for two RHIBs, in addition to any life-saving appliances carried aboard the vessel. The supplier will be responsible for maintenance and any necessary mechanical repair of the RHIBs to ensure their continued safe operation throughout the patrol and to ensure that Canada is able to perform its primary operational objectives of boarding and inspecting fishing vessels in the North Pacific. DFO and CCG personnel will be responsible for RHIB operation, and not the supplier. The chartered vessel will be required to be equipped with an efficient and safe system to ensure the deployment and recovery of RHIBs manned with client personnel throughout a range of sea states, as this will be necessary on a regular-basis in order to deploy and recover fisheries inspection boarding teams.

5.2 Shipboard Requirements for Client Personnel

The chartered vessel will be required to supply client personnel accommodation compliant with both the Maritime Labour Convention and regulations of the *Canada Shipping Act, 2001*, for a minimum of 15 persons (mixed gender) associated with the clients operations, exclusive of any requirements relating to the supplier-provided personnel. The personnel associated with the clients program work

will be comprised mainly of armed fishery officers, but may also include other departmental staff, military, law enforcement, scientists, translators, foreign “shipriders”, and other associated program support positions.

There will be a requirement for the clients personnel embarked in a chartered vessel to be provided with three full meals daily, in addition to continual access to refreshments, fruit, and snacks, in accordance with Canada’s Dietary Guidelines. (<https://food-guide.canada.ca/en/guidelines/>)

The client will also require that the vessel chartered be equipped with dedicated space and equipment for physical exercise. (<https://www.participaction.com/wp-content/uploads/2022/07/24HMovementGuidelines-ENG-Adults-18-64-Final.pdf>)

5.3 Shipboard Operational Requirements

The vessel must have a dedicated office space that provides workstations with all necessary connections, including continual high broadband internet access. The office space must also have at least one colour printer, one colour scanner, and secure filing cabinet space accessible only to the client’s personnel.

Additionally, there will be a requirement to provide a secure firearms locker(s), conforming to Canadian firearms storage requirements, that will accommodate a specified number of pistols and long arms. A separate secure ammunition locker will also be required for the storage of associated ammunition. (<https://laws-lois.justice.gc.ca/eng/acts/f-11.6/>)

The clients program requirements will also require additional dedicated space, such as a ship laboratory, to conduct scientific sampling, testing and processing. The client will also require dedicated freezer space (approx.. 0.50 to 0.75 cubic meter) for the storage of such samples, fish and wildlife, or other perishable items obtained during the course of boarding and inspection activities.

It will be necessary that the vessel charter supply the client with dedicated storage space for required operational equipment used during the course of their boarding and inspection activities, including, “dry room” facilities to dry personal protective equipment (PPE) such as drysuits, rain gear, cold weather clothing, etc. Suitable containerized deck-mounted storage facilities may be acceptable.

5.4 Deck Requirements

In addition to the required deck equipment necessary to deploy and recover client boarding teams upon the carried RHIBs, there may be other additional deck equipment that would prove advantageous to support fisheries monitoring and compliance activities. This could include equipment such as net hauling drums and pot haulers to retrieve illegal, or “ghost fishing” gear, as well as the necessary deck space to accommodate the storage of such equipment.

The vessel charter will also require an appropriate helicopter winching zone, in accordance with SOLAS and international best practices, to be used in any medical evacuation emergencies.

In support of program operations, the client will also require the ability to deploy and recover remotely piloted aircraft systems (RPAS), commonly known as drones, from the deck of the vessel.

6. Objectives

The purpose of this RFI is to gather information on candidate vessels.

Respondents are requested to provide information about candidate vessels, ones ideally not more than 20 years old.

It is requested that an estimated delivery date of the candidate vessel in number of weeks after the contract award be supplied in the response of this RFI.

7. Candidate Solutions

The required vessel type must provide a stable, efficient and relatively compact platform to enable the crew and the client personnel, to execute safely and efficiently their primary mission.

The Candidate vessel must possess operational qualities conducive to patrol operations including RHIB deployment and recovery in particular, but not limited to the following characteristics and configuration:

- a. Stability characteristics
- b. Crew comfort and safety
- c. RHIB deployment and recovery capabilities during World Meteorological Organization (WMO) sea state 6 conditions
- d. Seaworthiness
- e. Deck and cabin space
- f. Laboratory space
- g. Client equipment storage space
- h. Administrative/Office space and associated telecommunications requirements
- i. Overall operating efficiencies in a relatively compact and agile platform; and
- j. Minimal operational cost in terms of efficient fuel consumption.

Annex B - Vessel Capability - Question and Response Table

Name of Candidate Vessel: _____

Item	Description	Suggested Criteria	Candidate Vessel Information						
1	Length (m)	85 m, +/- 10 metres							
2	Breadth (m)	18 m, +/- 2 metres							
3	Draft (m)	5.5 m, +/- 1 metre							
4	Accommodations	Berths to support vessel crew plus up to 20 client personnel in one and two person cabins with dedicated head and shower facilities en suite.	<table border="1"> <tr> <td># Crew berths available</td> <td></td> </tr> <tr> <td># Client berths available (Please specify details of berthing arrangements)</td> <td></td> </tr> <tr> <td>Total # of berths available</td> <td></td> </tr> </table>	# Crew berths available		# Client berths available (Please specify details of berthing arrangements)		Total # of berths available	
# Crew berths available									
# Client berths available (Please specify details of berthing arrangements)									
Total # of berths available									
5	Vessel cruise speed (kts)	11 - 13 kts minimum							
6	Vessel maximum speed (kts)	14 - 18 kts							
7	Vessel endurance (days)	42 days continuous.							
8	Vessel range (sea state 1) (nm)	15 000 nm							
9	Seakeeping operation	Operate in Sea State 0 to 6	<input type="checkbox"/> yes <input type="checkbox"/> no						

Item	Description	Suggested Criteria	Candidate Vessel Information
10	Dynamic positioning	Is the proposed vessel capable of dynamic positioning?	<input type="checkbox"/> yes <input type="checkbox"/> no
11	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
12	Noise profile	Can ship owner provide the candidate vessel underwater radiated noise profile?	<input type="checkbox"/> yes <input type="checkbox"/> no
13	Environmental conditions	Can the candidate vessel and its internal and exterior equipment operate in ambient air temperatures ranging from -30°C to +45°C?	<input type="checkbox"/> yes <input type="checkbox"/> no
14	Age of Vessel (years)	Ideally less than 20 years old	<input type="checkbox"/> yes <input type="checkbox"/> no
15	Client Meals and refreshments	Can the candidate vessel and crew provide three full meals, snacks and refreshments to client personnel?	<input type="checkbox"/> yes <input type="checkbox"/> no
Registration			
16	What is the candidate vessel's country of registry?		
17	If not registered in Canada, is the candidate vessel eligible and willing to register in Canada for the duration of the Contract?		
18	Does the candidate vessel have an unlimited international voyage certification?		<input type="checkbox"/> yes <input type="checkbox"/> no
19	Can the supplier provide a recent classification society condition survey for the candidate vessel?		<input type="checkbox"/> yes <input type="checkbox"/> no
20	What category of ship is the candidate vessel?		
21	What commercial livery is visible on the hull and superstructure of the vessel? Please ensure that photographs submitted accurately depict markings and paint scheme.		

Item	Description	Suggested Criteria	Candidate Vessel Information												
	Is the supplier able to add additional marking (through painting, signage, or banners) to the hull or superstructure, as specified by the client, that would identify the candidate vessel as a government patrol vessel?														
Working Deck															
22	Total working deck space (m ²)	Approximately 300 m ²													
23	Equipment and winches	Can client attach equipment to the working deck?	<input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details:												
24	Water	Are there outlets for clean sea/fresh water on the working deck?	<input type="checkbox"/> yes <input type="checkbox"/> no												
25	Electrical power	Does the candidate vessel have the following electrical power capacity and outlets on the working deck?	<table border="1"> <tr> <td data-bbox="951 457 1016 728">440 V, 3 Ph, 30 Amp</td> <td data-bbox="951 201 1016 457"><input type="checkbox"/> yes <input type="checkbox"/> no</td> </tr> <tr> <td data-bbox="1016 457 1081 728">440 V, 3 Ph, 60 Amp</td> <td data-bbox="1016 201 1081 457"><input type="checkbox"/> yes <input type="checkbox"/> no</td> </tr> <tr> <td data-bbox="1081 457 1146 728">600 V, 3 Ph, 30 Amp</td> <td data-bbox="1081 201 1146 457"><input type="checkbox"/> yes <input type="checkbox"/> no</td> </tr> <tr> <td data-bbox="1146 457 1211 728">600 V, 3 Ph, 60 Amp</td> <td data-bbox="1146 201 1211 457"><input type="checkbox"/> yes <input type="checkbox"/> no</td> </tr> <tr> <td data-bbox="1211 457 1276 728">240 V, 3 Ph, 30 Amp</td> <td data-bbox="1211 201 1276 457"><input type="checkbox"/> yes <input type="checkbox"/> no</td> </tr> <tr> <td data-bbox="1276 457 1336 728">120 V, 1 Ph, 30 Amp</td> <td data-bbox="1276 201 1336 457"><input type="checkbox"/> yes <input type="checkbox"/> no</td> </tr> </table>	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
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														

26	Power generation	List the type and number of engines.							
27	Fuel	<p>How many generators?</p> <p>What is the voltage output cycle?</p> <p>How is voltage transformed to 600 V, 440 V, 220 V and 110 V?</p> <p>What type of fuel used by the vessel?</p> <p>What is the specific fuel oil consumption (SDFO) for the vessel?</p> <p>Does the vessel have a current Ship Energy Efficiency Management Plan? If yes, a copy is requested with the RFI submission.</p>	<table border="1"> <tr> <td data-bbox="641 430 735 678">Vessel on Sea Duty</td> <td data-bbox="641 201 735 430">SDFO =</td> </tr> <tr> <td data-bbox="735 430 797 678">Vessel at Port</td> <td data-bbox="735 201 797 430">SDFO=</td> </tr> <tr> <td data-bbox="797 430 971 678"><input type="checkbox"/> yes</td> <td data-bbox="797 201 971 430"><input type="checkbox"/> no</td> </tr> </table>	Vessel on Sea Duty	SDFO =	Vessel at Port	SDFO=	<input type="checkbox"/> yes	<input type="checkbox"/> no
Vessel on Sea Duty	SDFO =								
Vessel at Port	SDFO=								
<input type="checkbox"/> yes	<input type="checkbox"/> no								
28	Sea crane	<p>Is the candidate vessel fitted with a sea crane? (Please indicate quantity and location)</p> <p>What is the sea crane's Safe Working Load (SWL) (mT)</p> <p>Please indicate the working radius of the crane at full extension, maximum height, and SWL at full extension.</p>	<table border="1"> <tr> <td data-bbox="974 430 1068 678"><input type="checkbox"/> yes</td> <td data-bbox="974 201 1068 430"><input type="checkbox"/> no</td> </tr> </table>	<input type="checkbox"/> yes	<input type="checkbox"/> no				
<input type="checkbox"/> yes	<input type="checkbox"/> no								
29	Davits	Is the sea crane fitted with a winch?	<table border="1"> <tr> <td data-bbox="1284 430 1349 678"><input type="checkbox"/> yes</td> <td data-bbox="1284 201 1349 430"><input type="checkbox"/> no</td> </tr> </table>	<input type="checkbox"/> yes	<input type="checkbox"/> no				
<input type="checkbox"/> yes	<input type="checkbox"/> no								
		Is the candidate vessel fitted with davits that would be capable of launching and recovering							

		<p>7m-9.5m RHIBs? If yes, please provide details on the davits. If not, is the ship owner willing to install or modify any existing davit to fulfill client requirements?</p>	
30	<p>Lifesaving equipment and evacuation arrangements.</p>	<p>What lifeboats and life rafts is the candidate ship equipped with? What features for man overboard recovery exist? Are personal man overboard beacons (transponders) available to crew and to the client's personnel. Please provide a current copy of the ship's evacuation plan.</p>	
31	<p>Fishing Equipment</p>	<p>Is the candidate vessel fitted with any specialized fishing equipment?</p>	<p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details:</p>
32	<p>Does the candidate vessel have a dedicated area for helicopter winching and RPAS (drone) operations? Please indicate if there are non-dedicated locations or zones that would be suitable for these purposes.</p>		
33	<p>Can the candidate vessel accommodate a client-supplied shipping container on the deck? If yes, please indicate what size and weight of container could be accommodated and the maximum working load of the deck where the container could be secured.</p>		

	Workspace	Area Type	Dimensions (m²)	Electrical power outlets and local area network (LAN)/broadband internet connectivity?
34	<p>List the type of spaces that could be utilized by the client as workstations for office and administrative functions? Example: general purpose room, storage room.</p> <p>Include the dimensions of each space and indicate if the space is fitted with power outlets, LAN and broadband internet connectivity.</p>	<p>1.</p> <p>2.</p> <p>3.</p> <p>4.</p> <p>5.</p>		<p><input type="checkbox"/> yes <input type="checkbox"/> no</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no</p>
35	Total dimensions of vessel workspaces (m ²)	45 m ²		
36	<p>List the type of laboratory spaces. Example: general purpose lab, chemical lab, or a dry/computer lab.</p> <p>Include the dimensions of each space that could be utilized as a laboratory and indicate if the space is fitted with sinks and a water outlet.</p>	<p>1.</p> <p>2.</p> <p>3.</p> <p>4.</p> <p>5.</p>		<p><input type="checkbox"/> yes <input type="checkbox"/> no</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no</p>

37	Total dimensions of vessel laboratory workspaces (m ²)	15 m ²	
38	<p>List the type of spaces that could be utilized by the client as a meeting/briefing room?</p> <p>Please include the occupancy rating for the room(s) and confirm access to LAN/broadband internet.</p>	Please provide details.	
	Storage Space		
39	<p>Does the candidate vessel have heated storage space that could be utilized by the client as a "drying room" for PPE (ie. dry suits, helmets, etc).</p> <p>Please indicate the dimensions (m2).</p>	10 m ²	
40	General storage space for equipment (m2).	60 m2	

41	Freezer space that can be dedicated to client's operational program for samples.	600 litres	
42	<p>Does the candidate vessel have a dedicated space that could be utilized by the client as an armory, or secure room for the storage of firearms and ammunition?</p> <p>If no centralized repository space is available, can the candidate vessel be fitted with smaller safes within individual client cabins?</p>	Please provide details.	
Rigid Hull Inflatable Boats (RHIBs)			
43	<p>Is the candidate vessel capable of carrying and supplying two RHIBs to the client and able to ensure that one be fully operational at all times, and capable of being safely deployed and recovered with a minimum of 10 boarding team personnel?</p> <p>If the supplier is not capable of supplying the RHIBs, please indicate the ability of the candidate vessel to carry two client-provided RHIBs.</p>	<p>1- 9m to 11m primary RHIB 2- 7m to 10m auxiliary RHIB</p> <p>Vessels capable of operating in sea state 6 conditions and able to maintain maximum speeds of at least 25 knots.</p>	Please provide details.

	<p>Please confirm the range of sea states the candidate vessel would be capable of deploying and recovering the RHIBs with the client boarding teams.</p>		
44	<p>Indicate if the candidate vessel is capable of safely deploying these RHIBS 24 hours a day during patrol</p>		<p><input type="checkbox"/> yes <input type="checkbox"/> no</p>
	<p>Communication & Navigational Equipment</p>	<p>System</p>	<p>If yes, Please provide details</p>

45	<p>Please indicate if the candidate vessel is equipped with the following equipment.</p> <p>Please also indicate if any of these systems have the ability to record and retain data that could be supplied to the client.</p>	<p>S-band radar (equipped with Automatic Radar Plotting Aid)</p> <p>X-band radar (equipped with Automatic Radar Plotting Aid)</p> <p>"Class A" & "Class B" Automatic Identification System transponder (equipped with ability to turn off transmission while receiving)</p> <p>Digital navigational echo sounder and/or sonar system</p> <p>Thermal imaging camera system</p>	<p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no</p>
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			<p>If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p> <p><input type="checkbox"/> yes <input type="checkbox"/> no If yes, please provide details.</p>
		Infrared camera system	
		Electronic Chart Display and Information System (ECDIS) interfaced with radar and AIS that is available to the client for patrol planning.	
		Satellite	
		High broadband internet connection	
		Satellite television	
		Satellite telephone communications system	

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Annex C - DFO 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 will be of interest.</p> <p>NOTE: Electronic files over 5 MB must be compressed (.zip) before sending.</p>	
3	<p>If the candidate vessel is unable to be provided with the necessary crew, can the vessel be contracted as a bareboat charter?</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 the 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>	<p><input type="checkbox"/> yes <input type="checkbox"/> no</p>

7	<p>What is the Rough Order of Magnitude (ROM) cost for charter hire of the candidate High Seas Fisheries Enforcement Charter? Please provide ROM in Canadian dollars (\$ CAD) and any assumptions made for the costs proposed. Please provide responses to items 7-a to 7-j below:</p>		
7-a	<p>Time Charter ROM/day (With RHIBs being provided by DFO) 30-day charter duration</p>	<p>If chartered for a defined number of days per year – assuming a minimum of 60 days/year in minimum 30-day periods.</p>	ROM/day:
7-b	<p>Time Charter ROM/day (With RHIBs being provided by DFO) 90 day charter duration</p>	<p>If chartered for a defined number of days per year – assuming a minimum of 90 days/year in minimum 30-day periods. If chartered on a minimum 2-year basis; and If chartered on a minimum 3-year basis.</p>	ROM/day:
7-c	<p>Time Charter ROM/day (With RHIBs being provided by DFO) 120 day charter duration</p>	<p>If chartered for a defined number of days per year – assuming a minimum of 120 days/year in minimum 30-day periods. If chartered on a minimum 2-year basis; and If chartered on a minimum 3-year basis.</p>	ROM/day:

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7-d	<p>Time Charter ROM/day (With RHIBs being provided by DFO) 240 day charter duration</p>	<p>If chartered for a defined number of days per year – assuming a minimum of 240 days/year in minimum 30-day periods.</p> <p>If chartered on a minimum 2-year basis; and</p> <p>If chartered on a minimum 3-year basis.</p>	<p>ROM/day:</p>
7-e	<p>Time Charter ROM/day (With RHIBs being provided by DFO) Year-round (365 day) charter duration</p>	<p>If chartered on a year-round (365 day) basis</p> <p>If chartered on a minimum 2-year basis; and</p> <p>If chartered on a minimum 3-year basis.</p>	<p>ROM/day:</p> <p>How many days per year would the vessel be non-operational as a result of required maintenance, refit, or dry docking?</p>

7-f	<p>Time Charter ROM/day (With RHIBs being provided by Supplier- One (1) Primary RHIB 9m-11m, capable and rated to transport 1 coxswain and 10 passengers; and one (1) secondary RHIB 7m-11m, capable and rated to transport 1 coxswain and 7 passengers)</p> <p>30-day charter duration</p>	<p>If chartered for a defined number of days per year – assuming a minimum of 60 days/year in minimum 30-day periods.</p>	ROM/day:
7-g	<p>Time Charter ROM/day (With RHIBs being provided by Supplier- One (1) Primary RHIB 9m-11m, capable and rated to transport 1 coxswain and 10 passengers; and one (1) secondary RHIB 7m-11m, capable and rated to transport 1 coxswain and 7 passengers)</p> <p>90 day charter duration</p>	<p>If chartered for a defined number of days per year – assuming a minimum of 90 days/year in minimum 30-day periods.</p> <p>If chartered on a minimum 2-year basis; and</p> <p>If chartered on a minimum 3-year basis.</p>	ROM/day:
7-h	<p>Time Charter ROM/day (With RHIBs being provided by Supplier- One (1) Primary RHIB 9m-11m, capable and rated to transport 1 coxswain and 10 passengers; and one (1)</p>	<p>If chartered for a defined number of days per year – assuming a minimum of 120 days/year in minimum 30-day periods.</p> <p>If chartered on a minimum 2-year basis; and</p>	ROM/day:

	secondary RHIB 7m-11m, capable and rated to transport 1 coxswain and 7 passengers) 120 day charter duration	If chartered on a minimum 3-year basis.	
7-i	Time Charter ROM/day (With RHIBs being provided by Supplier- One (1) Primary RHIB 9m-11m, capable and rated to transport 1 coxswain and 10 passengers; and one (1) secondary RHIB 7m-11m, capable and rated to transport 1 coxswain and 7 passengers) 240 day charter duration	If chartered for a defined number of days per year – assuming a minimum of 240 days/year in minimum 30-day periods. If chartered on a minimum 2-year basis; and If chartered on a minimum 3-year basis.	ROM/day:
7-j	Time Charter ROM/day (With RHIBs being provided by Supplier- One (1) Primary RHIB 9m-11m, capable and rated to transport 1 coxswain and 10 passengers; and one (1) secondary RHIB 7m-11m, capable and rated to transport 1 coxswain and 7 passengers) Year-round (365 day) charter duration	If chartered on a year-round (365 day) basis If chartered on a minimum 2-year basis; and If chartered on a minimum 3-year basis.	ROM/day: How many days per year would the vessel be non-operational as a result of required maintenance, refit, or dry docking?

8	<p>Please confirm if Maritime Insurance / Liability Insurance (hull, P+I coverages) is included in the charter rate costs.</p>	<p><input type="checkbox"/> yes <input type="checkbox"/> no</p>	
9	<p>The anticipated charter term is prospectively over a 2 year period with a potential requirement for option years that could be exercised for up to 5 years in total.</p> <p>Please explain how this service provision could impact the basis of payment and provide recommendations on most economical approach for Canada.</p>		
10	<p>What would be the estimated time to deliver the candidate vessel to Victoria B.C., from the date of the contract award?</p>	<p>_____/Weeks after contract award.</p>	

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11	Please include any other information about the vessel and charter considerations (crew, costs, etc.) that may be useful to Canada.		
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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.	

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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.	

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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 HSFECC 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.

For more information about ISC: <https://www.sac-isc.gc.ca/eng/1639748667069/1639748703555>

Questions to Industry related to Indigenous Participation

Item	Question	Response
1	<p>How can your company maximize Indigenous participation in the High Seas Fisheries Enforcement Charter 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 High Seas Fisheries Enforcement Charter?</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 High Seas Fisheries Enforcement Charter 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/inr/>
- 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>