



Fisheries and Oceans  
Canada

Pêches et Océans  
Canada

Canadian  
Coast Guard

Garde côtière  
canadienne



Safety First, Service Always

# Icebreaking Program Update from Headquarters

November 2016

# Overview of Icebreaking



- **The program provides icebreaking and related services to facilitate the informed, safe and timely movement of maritime traffic through and around ice-covered Canadian waters for the benefit of industry and communities.**
- **Services include escorting ships through ice-covered waters, freeing vessels beset in ice, conducting harbour breakouts, providing advice and ice information and reducing the risk of flooding on the St. Lawrence River and St. Clair River through monitoring, prevention and breaking up of ice jams.**
- **Icebreaking activities are also provided in the Canadian Arctic through the re-supply of northern communities, support to other government agencies and organizations and to maintain a visible federal government marine presence in the Canadian North.**

# Commitments and Response Times



- **Service dates for specific geographic areas, known as block commitments, are identified in the Icebreaker Requirements – which is currently under review**

<http://www.ccg-gcc.gc.ca/Icebreaking/Icebreaker-Requirements/Appendices#7.3>

- **Target response times for icebreaker assistance are:**
  - Labrador Coast – 8 hours
  - NE and East Coasts of Newfoundland – 8 hours
  - West Coast of Newfoundland – 12 hours
  - Gulf of St. Lawrence – 12 hours
  - St. Lawrence and Saguenay Rivers – 5 hours
  - Lakes Huron, Erie, Superior, Ontario – 8 hours
  - Arctic Waters – 10 hours
  - Fishing Harbour Breakouts – 24 hours

# Priorities and Variables



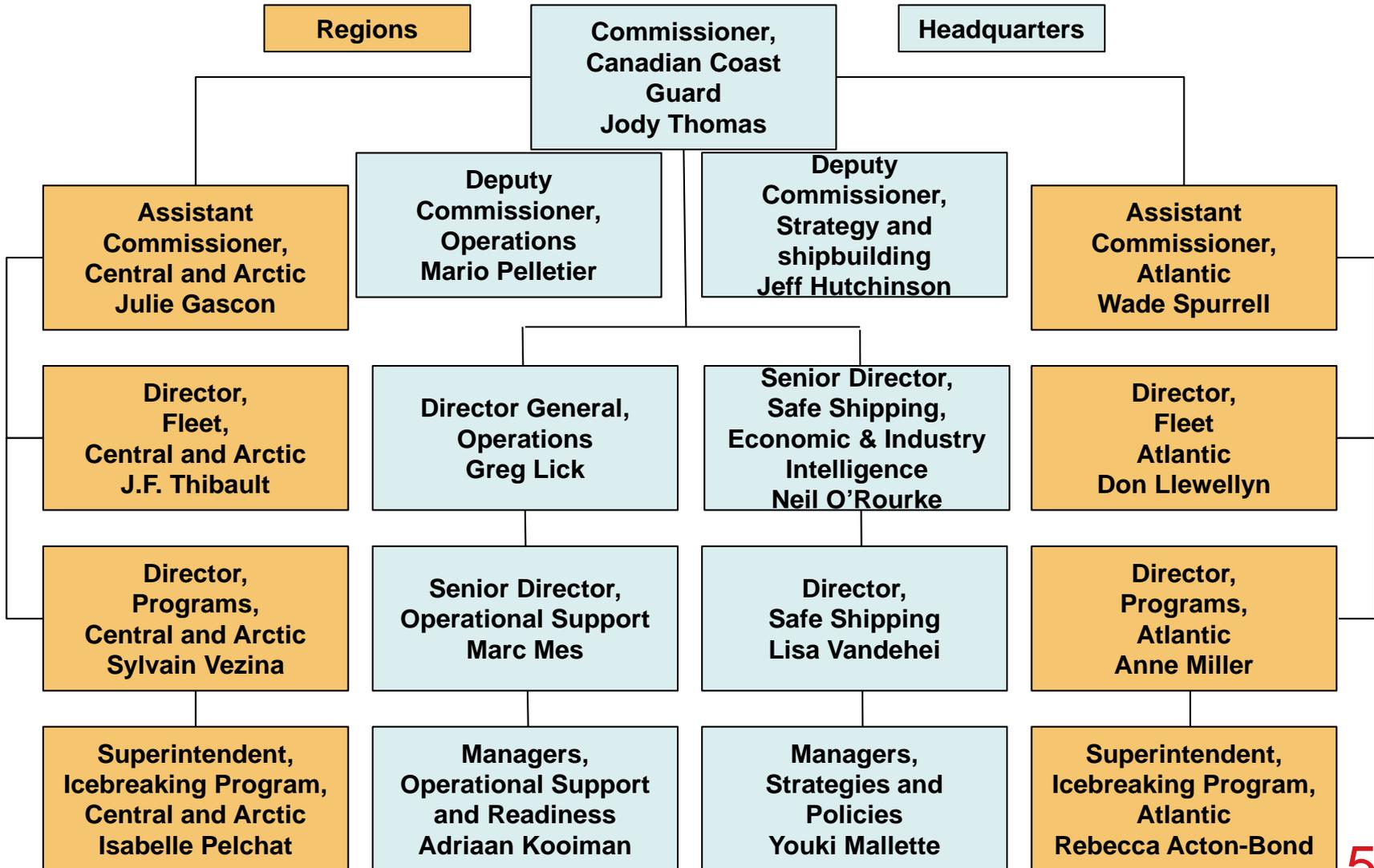
## **Applicable priorities:**

- All distress and emergency situations (e.g. ice jams)
- Service requests from ferry services in accordance with the Terms of Confederation / Union will be given priority; other ferry services will receive priority as deemed appropriate by Coast Guard
- Ships with vulnerable cargoes and vessels transporting cargo vital to communities
- Marine traffic, fishing vessels and commercial ports
- Fishing harbour breakouts

## **Variables that affect the response times:**

- Location of the vessel requiring assistance
- Whether the vessel has complied with recommended ice routing and other Coast Guard advice
- Whether or not the vessel is beset
- Ice and weather conditions
- Availability, proximity and capability of required icebreaker

# Organizational Chart



# Roles and Responsibilities



- **At the Headquarters, Operations and Safe Shipping share program oversight, stakeholder relationship and performance management for the Icebreaking program.**
- **Regional Directors and Superintendents are responsible for service delivery coordination, icebreaker fleet deployment and the Ice Operations Centers in Montreal and St. John's.**
- **Icebreaking services continue to be delivered by subject matter experts in Ice Offices and the Commanding Officers and Crew from CCG's icebreaker fleet.**
- **Ice routing and information services include charts, advice and recommended routing to support safe navigation in and around ice. The information necessary to develop these products is obtained through a partnership with Environment Canada's Ice Service and from ice reconnaissance missions and provided to clients by the Ice Operations Centres, 24 hours a day, 7 days a week.**

# Operational Challenges



- **During difficult ice years with above-average coverage, it is a challenge for Coast Guard to meet the numerous ice requests and the program's levels of service.**
- **Coast Guard's aging fleet presents a number of challenges. Older vessels tend to be less reliable and require more frequent repairs resulting in higher planned and unplanned maintenance costs and program reductions.**
- **Lack of redundancy means that unscheduled maintenance can result in loss of program for Fisheries and Oceans and external clients.**
- **A zonal approach to program delivery will mitigate some of these challenges through:**
  - **Adjustments to the maintenance and refit plan;**
  - **Vessel reassignments that minimize impacts to programs; and**
  - **Consideration of multitasking wherever possible**

# Update on the renewal of *Icebreaker Requirements*



- **Most recent Sub-Committee teleconferences were held on September 6 and October 12, 2016.**
- **At the teleconferences, Coast Guard presented its internal program requirements; 30-year time series data options from the Canadian Ice Service; and the Coast Guard Fleet Operational Planning process and assumptions.**
- **Industry Sub-Committee members will consult with stakeholders using the Canadian Coast Guard Vessels Ten Year Maintenance Calendar to develop industry icebreaker requirements.**
- **All icebreaker requirements recommendations and considerations identified by Sub-Committee members will formally be shared internally in the regions and at National Headquarters.**
- **Regional Marine Advisory Boards will be used for additional consultation and validation of industry requirements and planned Coast Guard icebreaker deployments.**
- ***Icebreaker Requirements* document will be finalized by end of March 2017.**

# Update on Fleet Renewal



- **The Fleet Renewal Plan (FRP) will ensure that the Coast Guard meets the needs of mariners today, and into the future with a fleet that:**
  - **Addresses the Icebreaking challenge;**
  - **Meets public expectations for environmental response;**
  - **Delivers the required capacity in the North; and**
  - **Ensures operational flexibility and adaptability.**
- **The next version of the FRP is under development.**



# Request for Information



- **The CCG's aging fleet spends increasing time at dock for maintenance, which reduces the flexibility of its icebreaking ships to respond to these demands.**
- **Due to the reduced availability of its fleet, the CCG anticipates that it may require additional interim capacity at various times over the upcoming years.**
- **A Request for Information (RFI) has been issued to advise of a potential interim requirement for additional icebreaking capacity and a separate requirement for increased towing capability for the Canadian Coast Guard (CCG).**
- **This RFI is an initial step that will provide information on how quickly industry could start providing these services, in what timeframe, at what cost, and under which considerations.**

# Request for Information



- Responses will not be formally evaluated, but will be used to develop or modify the future procurement approach to address this potential requirement. It will help shape the CCG's fleet renewal planning.
- Responses will also inform how the options proposed by industry provide economic benefits to Canadians and support the shipbuilding and broader marine industry in Canada.
- If the Government proceeds with a Request for Proposal, industry will be engaged, and the Government's regulations and practices, including fair, open and transparent procurement processes will be followed.



RFI posted in  
Nov. 2016

Industry Day  
will take place  
in  
Dec. 2016

Industry engagement, including one-on-one  
meetings, will take place Jan–Feb 2017

RFI will close  
end Feb. 2017

# Communication and Engagement



- **CCG remains committed to communicating and engaging with its icebreaking clients through the various marine industry councils and boards as well as pre and post season meetings.**
- **Winter 2016-17:**
  - **Primary contact: Ice Offices in St. John's and Montreal (information available into the Superintendents presentation)**
  - **Daily teleconference calls are also available to clients.**