Below are answers to some questions raised during the testimony of the Shipping Federation of Canada's representatives on November 1, 2016. Should you have any questions on these issues please do not hesitate to contact: Chad Allen, Director of Operations, at callen@shipfed.ca

- To clarify our comment on the number if icebreakers, there are indeed 17 vessels, however they have varying capacity and deployment.
    - 2 x Heavy (1300s) – most suitable for heavier ice conditions in less restrictive areas such as the Arctic and the Gulf of St. Lawrence
    - 4 x Medium (1200s) – very versatile and can be used in the St. Lawrence Seaway, the St. Lawrence River, the Gulf and the Arctic
    - 9 x Light (1050/1100) – smaller vessels but effective in confined shallow spaces, such as small ports/harbours, the St. Lawrence Seaway and the Gulf
    - 2 x Air cushion vehicles (These are hovercrafts for use in light ice conditions) - used primarily in the St. Lawrence River
    - The last ice breaker was built in 1987, however the two ACVs were built in 1998 and 2009.

- The intent of the Polar Class Icebreaker is to replace the 1969 built Louis St. Laurent and to assure Canadian sovereignty in the Arctic. This does not address the Coast Guard's ability to provide a reliable service in the Southern waters for search and rescue, environmental response, flood control, harbour breakouts, and icebreaking support for ferries, fishing vessels and commercial traffic.

- We are concerned about the escalating cost to construct one large vessel. We believe that for this same price, several smaller, more versatile and practical icebreakers could be built with a wider deployment range.

- This larger icebreaker is not practical for use in the South in terms of the ability to perform the key functions in certain critical areas. It is less maneuverable with a deeper draft and thus unable to provide support as required in smaller harbours or in the St. Lawrence Seaway.

- We understand that this Polar Icebreaker will be capable of unrestricted operations for a period of nine months in the Arctic with the capability to over-winter. If this is indeed the planned deployment for this vessel, then it provides no support where services are critically needed in the South.