



National Defence

Défense nationale

Deputy Minister

Sous-ministre

National Defence Headquarters  
Ottawa, Ontario  
K1A 0K2

Quartier général de la Défense nationale  
Ottawa, (Ontario)  
K1A 0K2

JUN 06 2016

Mr. Jean-Denis Fréchette  
Parliamentary Budget Officer  
Library of Parliament  
Ottawa, ON K1A 0A9

Dear Mr. Fréchette,

I am writing to you in response to your 10 May 2016 request for information IR0221 requesting documents and information relating to the Canadian Surface Combatant (CSC)

I reiterate my offer made in response to your request IR0215, for my officials to meet with you to brief on the requirements reconciliation process to date and how costing will be refined as we go forward. Please let my office know if such a briefing is required.

In your request, you offered that instead of the Statement of Operational Requirements (classified Secret and in draft form) “one option would be a high-level less detailed version of the CSC SOR which would not be classified as secret and could be shared with the PBO.” Such a document does not exist and is therefore not in the possession of the department.

Further, you had requested “It is the PBO’s understanding that the Navy has proposed four different options for the CSC. The PBO requests the high-level description of these four options in a similar manner as the attached Arleigh Burke example.”

This statement is taken out of context. Throughout 2015, this department and other stakeholders undertook work on an Initial Requirements Reconciliation (i.e., a review of the capability requirements for the Canadian Surface Combatant with a view to identifying cost/capability trade-offs in order to reduce cost while maintaining acceptable operational risk). This work included an analysis of a number of “notional ship options” each with varying capabilities for the purpose of scenario analysis – these were not real-world ships. The result of that work identified four of the notional ship options that could meet the balance between identified cost reductions and acceptable operational risk. The four notional ship options simply represented the “opportunity space” within which there may be several real ship designs that are sufficiently close in capability to enable Canada to procure the CSC through a competitive selection process.

  
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You specifically requested the Lightship Weight from the ATKearney report that was provided in the previous information request. I can confirm that the ATK report did not include a lightship condition weight as part of the model. The ATK costing is volume based and not weight based. There was no design work performed that would have generated a weight.

Regarding your request for Annexes A-D of the BMT Fleet Costing Report (provided in response to IR0215), please note that some of the information in those Annexes is considered third party proprietary. We therefore request your confirmation that the information contained in those Annexes will not be made public before we are able to provide them to you.

I look forward to continuing working with you.

Sincerely,



John Forster

c.c.: Mr. Douglas Nevison, Assistant Secretary to the Cabinet, Privy Council Office,  
Liaison Secretariat for Macroeconomic Policy