

New Building Canada Fund and the Canadian Ferry Fleet

Recent changes to the Federal Government New Building Canada Fund will enable significant investments for transit infrastructure systems, including but not limited to ferry fleet replacements and refits.

Many of our Canadian ferries owned federally, provincially or privately are in a state which constitutes some urgent intervention. These vessels are beyond the age where repair is a feasible option and we need to look to a replacement option to keep these crossings operational. To aid with this imperative need ferry operators across Canada will now have access to the New Building Canada Fund. This fund would inject billions of dollars in transportation infrastructure projects, under the condition that the proposed projects be completed within a three-year schedule.

Under this fund, the Federal Government plans on funding projects delivered as “Public-Private Partnerships” (P3). Canadian Ferry Operators, Davie Shipbuilding and other shipyards throughout Canada are in an excellent position to jointly benefit from this Federal Government initiative.

Davie Shipbuilding is Canada’s largest and highest capacity shipbuilder with a large facility, modernized infrastructure and a dedicated workforce which today exceeds 1,300 skilled shipbuilders and support staff.

Davie is offering Canadian ferry operators with a fast-track solution, designed to help reduce upfront costs for ferry operators and owners. Davie has a proven track record working within the P3 contractual model - our current program for the Royal Canadian Navy has created an alternative ownership model for the Federal Government using Canadian institutional financing, which can be easily applied to Canada’s ferry fleet.

This initiative led by Davie Shipbuilding is a win for the ferry owners and operators of Canada, it is a win for Canada’s shipbuilders while providing benefits for various levels of government.



PASSENGER VESSELS | FERRIES

Davie is a global leader in the construction and upgrade of ferries and passenger vessels. From cruise vessels to day-ferries, Davie is recognized for its innovative capabilities in the construction of unique designs and characteristics, which include elements such as bow-loading door systems, double-ended terminal connections, LNG propulsion and high ice-class capabilities.

Newfoundland & Labrador Ro-Ro Ferry



Length: 114.8 metres
Beam: 18.5 metres

The Roll-on-Roll-off Ferry with enclosed vehicle deck created from a concept design of NAVTECH, for year-round sailing across the Strait of Belle Isle between Newfoundland and Labrador. This vessel has been designed with an optimized hull form and a low profile configuration to reduce the overall resistance and thereby reduce fuel consumption and improve performance management.

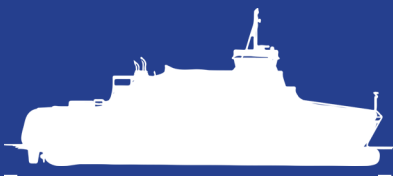
STQ LNG-Powered Ro-Pax Ferries



Length: 92 metres
Beam: 24.6 metres

The dual-fuel LNG ice-class ferries built by Chantier Davie Canada Inc. for the Société des Traversiers du Québec to a Concept Naval / STX design, represent the first LNG-propelled ferries built in North America.

Ontario Ro-Pax Ferry



Length: 64.5 metres
Beam: 15 metres

Davie's proposal prepared for the Ministry of Transportation of Ontario, received short listed shipbuilder qualification status for the construction and delivery of a Ro-Pax ferry to be used on the Peel Island ferry route. The requirements for the design manoeuvrability of combined high cross wind and strong current in port were considered for the propulsion machinery and especially for bow thruster capacity.