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Bid Receiving - PWGSC / Réception des
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11 Laurier St. / 11, rue Laurier
Place du Portage, Phase III
Core 0A1 / Noyau 0A1
Gatineau
Quebec
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
In-Service Support Marine / Soutien en Service Maritime
11 Laurier St. / 11, rue Laurier
Place du Portage, Phase III
6C2
Gatineau
Quebec
K1A 0S5

Title - Sujet RFI - Ship Disposal	
Solicitation No. - N° de l'invitation W8482-156420/A	Date 2014-10-20
Client Reference No. - N° de référence du client W8482-156420	GETS Ref. No. - N° de réf. de SEAG PW-\$ISM-010-24743
File No. - N° de dossier 010ism.W8482-156420	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2014-12-01	
Time Zone Fuseau horaire Eastern Standard Time EST	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Passmore, Russ	Buyer Id - Id de l'acheteur 010ism
Telephone No. - N° de téléphone (819) 956-1209 ()	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	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	

Solicitation No. - N° de l'invitation

W8482-156420/A

Amd. No. - N° de la modif.

File No. - N° du dossier

010ismW8482-156420

Buyer ID - Id de l'acheteur

010ism

CCC No./N° CCC - FMS No/ N° VME

W8482-156420

Request for Information

This Request for Information(RFI) is a consultation document intended to solicit feedback from Industry with respect to the matters described in this RFI.

The RFI is attached as separate document.

This request is not a solicitation and there are no commitments with respect to future purchases or contracts.

Purpose and Contents of this Request for Information

This is a Request for Information (RFI) pertaining to the requirement for the safe disposal of Royal Canadian Navy ships that have reached the end of their operational lives. This RFI is a document written for the purpose of engaging with and eliciting feedback from Industry. The RFI consists of the following parts:

- PART I **Request for Information Process:** Information about the intent of this Request for Information and the procedure for responding;
- PART II **Questions for Industry:** Questions that industry is invited to answer in their RFI Response;
- PART III **Anticipated Requirement:** Provides information compiled to date regarding the requirement; and
- PART IV **RFI Response:** Requested information to assess Industry capability.

PART 1
Request for Information Process

1. RFI OBJECTIVE

The objective of this RFI is to provide Industry with an early opportunity to assess and comment on the proposed requirement while reducing potential questions should a Request for Proposal be issued.

2. BACKGROUND

The Royal Canadian Navy has announced the upcoming retirement of four ships that have reached the end of their operational lives. The ships are Her Majesty's Canadian Ships (HMCS) *Protecteur* and *Preserver*, two *Protecteur*-class auxiliary oil replenishment (AOR) ships, and HMCS *Iroquois* and *Algonquin*, two *Iroquois*-class guided missile destroyers (DDG). The retirement of these vessels has been anticipated for some time and is a step towards the introduction of new ships and capabilities set to be delivered through the National Shipbuilding Procurement Strategy (NSPS).

3. NATURE OF RFI

This RFI is a consultation document intended to solicit feedback from Industry with respect to the matters described in this RFI. This is not a bid solicitation.

This RFI will not result in the award of any contract; therefore, potential suppliers of any goods or services described in this RFI should not earmark 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 not considered as an authorization by PWGSC to undertake any work that would result in costs to PWGSC.

4. NATURE AND FORMAT OF RESPONSES REQUESTED

Respondents are requested to provide their comments, raise any concerns and where applicable, make recommendations on how the requirements or objectives described in this RFI could be satisfied. Respondents should explain any assumptions they make in their responses. This RFI aims to:

- Develop a better understanding of the capabilities and maturity of Industry with respect to the ability to safely dispose of large ships;
- Identify project constraints with respect to accommodating the ship(s);
- Identify a comprehensive list of environmental issues that must be considered; and
- Identify a comprehensive list of information that is required by a contractor to safely and effectively dispose of the ship(s).

5. RESPONSE COSTS

CANADA will not reimburse any Respondent for expenses incurred in responding to this RFI.

6. TREATMENT OF RESPONSES

a) Use of Responses: Responses will not be formally evaluated. However, the responses received may be used by the CANADA to modify procurement strategies or any draft documents related to this RFI. CANADA will review all responses received by the RFI closing date. CANADA may, at its discretion, review responses received after the RFI closing date.

b) Review Team: A review team composed of representatives of the Government of Canada will review the responses.

CANADA reserves the right to hire any independent consultant, or use any Government resource which it deems necessary to review any response. Not all members of the review team will necessarily review all responses.

c) Confidentiality: Respondents should mark any portions of their response that they consider proprietary or confidential. CANADA will treat those portions of the responses as confidential to the extent permitted by the Access to Information Act.

d) Activity: CANADA may, at its discretion, contact any Respondents to follow up with additional questions or for clarification of any aspect of a response. CANADA may also publish further RFIs related to this initiative.

7. OFFICIAL LANGUAGES

Responses to this RFI are to be in one of the official languages of CANADA, English or French.

8. RFI CONTENT

This RFI contains PART III - Anticipated Requirement which may form the basis of the Statement of Work for the disposal of *Iroquois*-class guided missile destroyers (DDG) and *Protecteur*-class auxiliary oil replenishment (AOR) ships. These documents remain a work in progress and Respondents should not assume that requirements will not be added, deleted or revised before inclusion into any bid solicitation that is ultimately published by CANADA.

9. FORMAT OF RESPONSES

a) Cover Page: If the response includes multiple volumes, Respondents are requested to indicate on the front cover page of each volume 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:

- i. the title of the Respondent's response and the volume number;
- ii. the name and address of the Respondent;
- iii. the name, address and telephone number of the Respondent's contact;
- iv. the date; and
- v. 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 their response in unprotected PDF (e.g. no password) format by email to russ.passmore@pwgsc if the size of the document is less than 6MB. Alternatively, CANADA requests that Respondents save a copy of their

PDF (2003 or later) document onto each of 3 compact discs (CD-R) or 3 digital video discs (DVD-R) and send the discs by mail to the address specified in section 10 below.

10. ENQUIRIES AND SUBMISSION OF RESPONSES

Because this is not a bid solicitation, CANADA will not necessarily respond 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 Contracting Authority by mail or by e-mail:

Russ Passmore

Supply Team Leader
Marine Systems Directorate
Public Works and Government Services CANADA
Place du Portage III - 6C2-26
11 LAURIER STREET
Gatineau, Quebec
K1A0S5
Tel: 819-956-1209 Cell: 613-316-3751
russ.passmore@pwgsc.gc.ca

Time and Place for Submission of Responses: Organizations interested in providing a response should deliver it to the Contracting Authority identified in section 10. above by December 1, 2014.

Responsibility for Timely Delivery: Each Respondent is solely responsible for ensuring its response is delivered on time, to the correct location.

Identification of Response: Each Respondent should ensure that its name, return address, the solicitation number and the closing date appear legibly on the outside of the response.

Return of Response: Responses to this RFI will not be returned.

For any general question on doing business with PWGSC please visit the website <http://www.buysell.CANADA.ca> where you will find information, tools and help completing the tasks related to selling to the Government of CANADA, such as understanding how to sell to the government and registering your business.

You can locate seminars on doing business with the Government of CANADA at the following link: <https://buyandsell.CANADA.ca/event-calendar/all>

The Crown retains the right to negotiate with suppliers on any procurement.

PART II
Questions for Industry

Industry is requested to provide input and comments to the following questions for CANADA's consideration. Please feel free to also comment on any aspect of this RFI document as well as provide any general comments or recommendations for this initiative.

Respondents are asked to answer these questions in the context of the material presented and/or provide requested information. Respondents may also provide any other information they feel will assist CANADA in determining the best way forward.

1. Please provide any case studies and/or business models that could assist the CANADA in its decision process for determining the best ship disposal solution(s).
2. Based on your experience and on the information provided in the RFI, how much time would be required from an eventual contract award date to commencement of disposal activities?
3. Based on your experience and on the information provided in the RFI, what is an estimated timeline for completion of the work on one ship?
4. What relevant experience is required to carry out the disposal activities listed in PART III – Anticipated Requirement?
5. What would you consider to be the largest risks for this kind of project and what steps would you recommend to CANADA to mitigate those risks? Please list your risks from the perspectives of Planning, Migration, Implementation, Support, and Maintenance.
6. What elements should CANADA use to compare the quality and capability of suppliers and approaches in order to obtain best value for Canadian taxpayers?
7. Does Industry expect that the technical data management function for each ship and class of ship will form part of this requirement?

PART III Anticipated Requirement

The information below is a representation of the potential requirement(s) based on information compiled to date and is subject to change. This information is being shared to give Industry the opportunity to provide comments and recommendations as part of a RFI response. Additionally, Industry is encouraged to provide written comments and recommendations on any additional topics they may wish to discuss.

1. Requirement

CANADA has a requirement for the safe disposal of four ships that have reached the end of their operational lives. The ships are Her Majesty's Canadian Ships (HMCS) *Protecteur* and *Preserver*; two *Protecteur*-class auxiliary oil replenishment (AOR) ships, and HMCS *Iroquois* and *Algonquin*, two *Iroquois*-class guided missile destroyers (DDG). There is the potential for an additional *Iroquois*-class DDG to be added to this requirement at a later date. It is anticipated that the work resulting from this requirement will be completed within the next 5 years and will commence in 2015.

The contractor will be required to prepare each ship for transfer, transfer it to the Approved Site, demilitarize the Controlled Goods, return the museum material, and subsequently dismantle (dispose/recycle) the vessel in an efficient and environmentally responsible manner that conforms to Canadian Laws and the terms of the contract. All structural components above the main deck, from the main deck to the keel and all equipment, machinery and other components installed on or contained in the structure shall be cleaned, removed, recycled, reused and / or disposed of in accordance with applicable regulations. The contractor may also be required to dispose of ship spares held in the Canadian Forces Supply System (CFSS) and/or return fitted items left onboard to the CFSS.

In anticipation of these requirements, it is believed that the contractor must be able to meet and/or address the following in order to be able to perform the work.

2. Facilities

The contractor must have access to an “**Approved Site.**” An **Approved Site** encompasses all those facilities (i.e. multiple sites) where the processes occur for cutting up the ship, handling and disposal of the hazardous waste and where the recyclable materials are recycled. An Approved Site includes:

- The shipyard, dock, drydock or other facility where the ship is stripped and disassembled; and
- The site or facility for the disposal of hazardous wastes or other wastes which is authorized or permitted to operate for this purpose by a relevant authority of the province where the site or facility is located.

The contractor will manage the disposal of all hazardous wastes and recyclable materials. The contractor must have an integrated approach to the cutting up, hazardous waste management and recycling/disposal. The definition of “Approved Site”, a term used in this RFI, has been adapted from the Basel Convention, of which CANADA is a member.

2.1 Docking

It is anticipated that the contractor's facility must be able to accommodate the following:



Type/Name	The Iroquois-class destroyer
Name	HMCS IROQUOIS
Year Built	Commissioned 29 July 1972
Location	Nova Scotia
Name	HMCS ALGONQUIN
Year Built	Commissioned 3 November 1973
Location	British Columbia
Name	HMCS ATHABASKAN
Year Built	Commissioned 30 September 1972
Location	Nova Scotia
Principal Dimensions	
Length O.A	129.8 m (425.9 ft)
Length B.P.	121.3 m (398 ft)
Breadth Moulded	15.24 m (50 ft)
Depth Mld.	8.99 m (29.5 ft)
Displacement	Approximately 5100 LT
Draft FWD alongside	Approximately 13.6 ft
Draft AFT alongside	Approximately 14 ft



TypeName	The Protecteur-class replenishment oilers
Name	HMCS PROTECTEUR
Year Built	Commissioned 30 August 1969
Location	British Columbia
Name	HMCS PRESERVER
Location	Nova Scotia
Year Built	Commissioned 7 August 1970
Principal Dimensions	
Length O.A	171.9 m (564 ft)
Length B.P.	162.5 m (533 ft)
Breadth Moulded	23.2 m (76 ft)
Depth Mld.	12.3 m (40.5 ft)
Displacement	Approximately 22,200 LT
Draft FWD alongside	Approximately 25ft
Draft AFT alongside	Approximately 25ft

2.2 Environmental Handling

It is anticipated that the contractor must be able to safely handle and remediate hazardous material remaining on the ship(s). An environmental assessment report for each ship will be provided. It is assumed that the following materials are present on the ship(s) and the appropriate mitigation measures for each must be addressed:

- Asbestos-containing materials;
- Heavy metals in materials (paint, flashing, solder, anodes etc.);
- Polychlorinated Biphenyl (PCB)-containing materials including PCBs in paint and cabling coating;
- Mercury in electronic products;
- Ozone depleting substances (possible);
- Petroleum oil and lubricant residue and residual;
- Radioactive materials.

The contractor will be required to dispose of all waste and all “**Controlled Waste**” indicated above. “**Controlled Waste**” is defined by the jurisdiction of the waste generator, handling facilities and disposal facilities. Controlled Wastes are those wastes to which regulations of the jurisdiction having authority apply. This includes the Canadian federal government, the provincial governments in which the Approved Site is located as well as international conventions that have been adopted by the Government of CANADA. Controlled wastes include hazardous wastes, non-hazardous, regulated wastes (such as asbestos-containing materials), recyclable materials and non-hazardous, unregulated wastes.

2.3 Health and Safety

As it is anticipated that the contractor will be in contact with hazardous waste and materials, as mentioned in **2.2 Environmental Handling** above. The contractor must have in place an appropriate Health and Safety Program in accordance with all Federal and Provincial regulations.

“**Hazardous waste:**” As defined by the regulations of the government having jurisdiction at the Approved Site.

“**Hazardous material:**” a material that may pose a hazard to workers during performance of the work.

2.4 Controlled Goods and Security

It is anticipated that the contractor will be required to handle Controlled Goods and attain necessary security clearances prior to contract award. The contractor may be required to demilitarize certain Controlled Goods remaining on the ship and/or return them to CANADA. As such, the contractor will be required to be registered in the Controlled Goods Registration Program (CGRP). A Controlled Goods Assessment Report for each ship will be provided.

The following definitions are related to the handling of Controlled Goods:

“CTAT” – Controlled Technology Access Transfer Office tasked with integrating Canadian Controlled Good Regulations into the Department of National Defence (DND). They advise DND on matters relating to Controlled Goods and International Traffic in Arms Regulations (ITAR).

“**Controlled goods**” - Materiel assets designated as controlled goods, as defined in Part 2 of the [Defence Production Act](#), are given the level of protection necessary to prevent their unauthorized examination, possession, or transfer and are managed in compliance with the Treasury Board Directive on Controlled

Goods. The following goods (including related technology), as listed in the schedule to the [Export Control List](#) and further described in [A Guide to CANADA's Export Controls](#):

- a. Group 2 (Munitions): Goods listed in item 2001 that are prohibited firearms, as defined in paragraph (c) of the definition "prohibited firearm" in subsection 84(1)^[2] of the [Criminal Code](#);
- b. Group 2 (Munitions): Goods listed in item 2003 that are ammunition with a calibre greater than 12.7 mm;
- c. Group 2 (Munitions): Goods listed in items 2002 and 2004 to 2022;
- d. Group 5 (Miscellaneous Goods): Goods listed in item 5504; and
- e. Group 6 (Missile Technology Control Regime): All goods listed.

“Demilitarization” - Action that renders an item unusable for its intended military or strategic purpose and that is irreversible.

PART IV

RFI Response

CANADA requests that Respondents to this RFI submit their response addressing the following requirements. Respondents should state any assumptions and identify and provide any missing information that would be required to identify a contractor capable of safely disposing of a ship(s).

Procurement Strategy

CANADA has a requirement for the safe disposal of four ships that have reached the end of their operational lives. The ships are Her Majesty's Canadian Ships (HMCS) *Protecteur* and *Preserver*, two *Protecteur*-class auxiliary oil replenishment (AOR) ships, and HMCS *Iroquois* and *Algonquin*, two *Iroquois*-class guided missile destroyers (DDG). There is the potential for an additional *Iroquois*-class DDG to be added to this requirement at a later date.

The contractor will be required to prepare each ship for transfer, transfer it to the Approved Site, demilitarize the Controlled Goods, return the museum material, and subsequently dismantle (dispose/recycle) the vessel in an efficient and environmentally responsible manner that is conforming to Canadian Laws and the terms of the contract. All structural components above the main deck, from the main deck to the keel and all equipment, machinery and other components installed on or contained in the structure shall be cleaned, removed, recycled, reused and / or disposed of in accordance with applicable regulations. The contractor may also be required to dispose of ship spares held in the Canadian Forces Supply System.

CANADA anticipates that the most cost-effective strategy for safely dismantling the 4 ships is to bundle the requirement under one contract. The Respondent may provide alternative approaches in consideration of ship size, logistical constraints etc. if the bundled approach is not feasible. CANADA requests that should the Respondent provide an alternative approach, that it justify the proposed approach with appropriate supporting information.

Industry Capability

Based on the PART III – Anticipated Requirement, CANADA believes that the following assessment criteria would be helpful in determining the Industry's ability to complete the work.

Industry should provide rationale and justification should they feel a requirement is missing, not applicable or requires further detail.

1. Experience Transferring the Vessel

The contractor may be required to transfer the IRO/PTR class ships to its Approved Site. For the purpose of this RFI, the Respondent should describe its experience in transferring vessels. If that experience is not resident in the Respondent, then the Respondent should describe how it will obtain this experience.

Based on a ship's location, the Respondent should identify major constraints and risks associated with the transfer of the vessel(s) to the Respondent's Approved Site.

2. Ship Breaking Experience

The contractor will be required to possess an understanding of ship breaking processes and the methods, procedures and sequencing of the ship breaking process as it applies to the IRO /PTR classes of ships at their selected Approved Site.

For the purpose of this RFI, the Respondent should:

- Describe in writing its own experience with projects involving ship breaking of similar size and complexity, including the aspects of waste generation (types and quantities of wastes) and amount of hazardous waste and H&S hazards; and
- Provide a recent example of a ship breaking project awarded to the Respondent involving disposal of wastes and recyclable materials similar to those noted in Noted Materials Table in section 4.

3. Experience working with Controlled Goods

The contractor will be required to provide a copy of its controlled goods registration program (CGRP) certificate to be used for the protection, handling, removal, labeling and demilitarization of controlled goods. The Respondent should demonstrate its experience with the handling of Controlled Goods including the demilitarization of Controlled Goods.

4. Facilities – Approved Site

The contractor must have the facilities, capabilities and approvals at the Approved Site(s) required for disposal and recycling operations. The contractor will be required to secure the vessel, handle a variety of materials and dispose or recycle all material remaining on the ship(s).

The Respondent should demonstrate its intended facilities as they relate to disposal and recycling operations including the materials listed in the Noted Materials Table below:

Noted Materials Table – to be completed and returned by the Respondent in response to this RFI

Noted Waste Type	Name of Disposal Operation	Location and Jurisdiction	Certificate/ Approval Type and No.
Asbestos-containing materials;			
Metals (including lead) in paint;			
Heavy metals in materials (flashing, solder, anodes etc.);			
Polychlorinated Biphenyl (PCB)-containing materials;			
Mercury in electronic products;			
Ozone depleting substances (possible);			
Petroleum oil and lubricant residue and residual;			
Radioactive materials			

5. Environmental Management

The contractor will be required to manage and mitigate the type and scale of materials (which will become waste) noted to be present on-board the ship(s). Appropriate procedures and processes to be addressed will include identification (sampling/analysis), abatement, removal, treatment, storage, transportation, and disposal.

For the purpose of this RFI, the Respondent should describe the environmental management system that it has in place at its Approved Site and shall describe its ability to manage the disposal of the waste in the Noted Materials Table including how it will integrate these activities into the ship breaking process.

The Respondent should demonstrate that it has the expertise for the protection of the environment in a marine setting. Applicable regulations, including federal, provincial and local requirements, should be identified.

6. Health and Safety

The will contractor will be required to possess an understanding of the significant occupational health and safety (OH&S) hazards workers could be exposed to during the disposing/recycling of these classes of ships and to provide the methods and procedures implemented to protect workers at the Approved Site.

For the purpose of this RFI, the Respondent should describe in writing the OH&S management system that it has in place at its Approved Site and should describe how it protects the workers at the Approved Site from risks that they would be exposed to during the following sample activities:

- Gas freeing for burning and welding operations;
- Performing burning operations on steel and aluminum covered in layers of paint exceeding 0.5% weight-to-weight of lead;
- asbestos abatement;
- handling PCB laden cabling at a concentration exceeding 50 parts per million by weight of PCBs;
- mold abatement; and
- confined space entry

7. Project Team

The Respondent should demonstrate that it has, or will have, the personnel to draw on to complete the project and that those personnel have the requisite skills to successfully meet the project goals. Identify top five key personnel that would be assigned to the project and define their roles, including the interconnection between those top five key personnel.