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Canada

Pacific Region

401 - 1230 Government Street
Victoria, B.C.

V8W 3X4

Bid Fax: (250) 363-3344

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

Public Works and Government Services Canada - Pacific
Region

401 - 1230 Government Street
Victoria, B. C.

V8W 3X4

Title - Sujet CCGS W.E. Ricker Disposal - LOI	
Solicitation No. - N° de l'invitation F7044-170216/A	Date 2017-12-05
Client Reference No. - N° de référence du client F7044-170216	GETS Ref. No. - N° de réf. de SEAG PW-\$XLV-588-7382
File No. - N° de dossier XLV-7-40126 (588)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-01-15	
Time Zone Fuseau horaire Pacific Standard Time PST	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Wulff, Gregor F.	Buyer Id - Id de l'acheteur xl5588
Telephone No. - N° de téléphone (250) 217-7138 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Fisheries and Oceans Canada See herein	

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

Letter of Interest (LOI) / Request for Information (RFI)

TITLE: CCGS W.E. RICKER Remediation or Dismantle and Disposal

1. Purpose and Nature of the Letter of Interest (LOI)

Public Works and Government Services Canada (PWGSC) is requesting Industry feedback regarding potential options for the Canadian Coast Guard (CCGS) vessel W.E. RICKER, which was declared surplus on 13 March 2017.

There are two proposed options. Option A is Remediation of the vessel into a Reef and Option B is the Dismantling and Disposal of the vessel. The intent of this LOI is to request suppliers input on the feasibility of the options as per the included proposed Statements of Work (SOW), found at Annex A and Annex B. The SOW's objectives are for the contractor to provide either remediation or disposal services for the Canadian Coast Guard.

Suppliers are requested to clearly identify to which option their response pertains and are encouraged to provide input for both options. There is a scheduled viewing of the vessel Thursday 14 December 2017 at 10:00 AM Pacific Standard Time in Sidney, British Columbia near Victoria address: Canadian Coast Gard base, Patricia Bay, 9860 West Saanich Road, Sidney, BC, V8L 4B2. Requests to attend must be sent to the Contracting Authority by Tuesday 12 December at 14:00 PST by email to Gregor.wulff@pwgsc-tpsgc.gc.ca

The objectives of this LOI are to:

- a) Allow suppliers to assess and comment on the adequacy and clarity of the SOWs as currently expressed to allow for a formal bidding process in the future;
- b) Allow suppliers to provide questions regarding the detail of information needed for this project and suggestions to facilitate either option;
- c) Allow suppliers to identify their capacity to accomplish either SOW and the feasibility of the Part 5 schedule; and
- d) Provide information to assist the client department to determine which option to proceed with.
- e) Provide approximate/budgetary costing information to assist the client department in determining which option to proceed with.

This LOI is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this LOI. The issuance of this LOI is not to be

considered in any way a commitment by the Government of Canada, nor as authority to potential respondents to undertake any work that could be charged to Canada. This LOI is not to be considered as a commitment to issue a subsequent solicitation or award contract(s) for the work described herein.

Although the information collected may be provided as commercial-in-confidence (and, if identified as such, will be treated accordingly by Canada), Canada may use the information to assist in drafting performance specifications (which are subject to change) and for budgetary purposes.

Respondents are encouraged to identify, in the information they share with Canada, any information that they feel is proprietary, third party or personal information. Please note that Canada may be obligated by law (e.g. in response to a request under the Access of Information and Privacy Act) to disclose proprietary or commercially-sensitive information concerning a respondent (for more information: <http://laws-lois.justice.gc.ca/eng/acts/a-1/>).

Respondents are asked to identify if their response, or any part of their response, is subject to the Controlled Goods Regulations.

Participation in this LOI is encouraged, but is not mandatory. There will be no short-listing of potential suppliers for the purposes of undertaking any future work as a result of this LOI. Similarly, participation in this LOI is not a condition or prerequisite for the participation in any potential subsequent solicitation.

Respondents will not be reimbursed for any cost incurred by participating in this LOI.

The LOI closing date published herein is not the deadline for comments or input. Comments and input will be accepted any time up to the time when/if a follow-on solicitation is published.

2. Background Information:

The CCG has a large fleet of vessels that through age or changing requirements require disposal.

3. Potential Work Scope and Constraints:

The Scope is as detailed in the included Annex A and Annex B documents. Constraints include regulatory policy concerning disposal of hazardous material, costs of handling and disposing of hazardous material, environmental protection plans, vessel integrity, towing, berthing, mooring and project documentation.

4. Legislation, Trade Agreements, and Government Policies:

The following is indicative of some of the legislation, trade agreements and government policies that could impact any follow-on solicitation(s):

1. Canada Free Trade Agreement (CFTA)
2. The Comprehensive and Economic Trade Agreement (CETA)
3. North American Free Trade Agreement (NAFTA)
4. World Trade Organization – Agreements on Government Procurement (WTO-AGP)
5. Defence Production Act
6. Industrial and Regional Benefits (IRBs)
7. Defence Procurement Strategy (DPS)
8. Controlled Goods Program (CGP)
9. Federal Contractors Program for Employment Equity (FCP-EE)
10. Comprehensive Land Claim Agreements (CLCAs)

5. Schedule:

In providing responses, the following schedule should be utilized as a baseline:

1. Letter of Interest (LOI) – January 2018
2. LOI submission review – January to February 2018
3. Solicitation for contract – March – April 2018
4. Contract award – May 2018
5. Project completion – March 2019

6. Important Notes to Respondents:

Interested Respondents may submit their responses to the PWGSC Contracting Authority, identified below, preferably via email:

Name: Gregor Wulff
Title: Supply Specialist
Public Works and Government Services Canada
Acquisitions Branch
Marine Directorate
Address: 1230 Government Street, Victoria, B.C.
Telephone: 250-217-7138
Facsimile: 250-363-3960
E-mail: Gregor.wulff@pwgsc-tpsgc.gc.ca

A point of contact for the Respondent should be included in the package.

Changes to this LOI may occur and will be advertised on the Government Electronic Tendering System. Canada asks Respondents to visit Buyandsell.gc.ca regularly to check for changes, if any.

7. Closing date for the LOI/RFI: 15 January 2018

Responses to this LOI are to be submitted to the PWGSC Contracting Authority identified above, on or before 15 January 2018 14:00 PST.

8. Questions for Industry

Please respond to the following questions as part of your response to the RFI:

- 1) Do you currently have the capacity to deliver for either requirement of the Statements of Work?
- 2) Is the timeline for the options feasible?
- 3) Please provide approximate pricing and clearly identify for the requirement.
- 4) Are there any considerations which have not been addressed in either SOW?
- 5) Is there other information not provided that you consider necessary to properly provide a response such as identifying applicable standards?
- 6) Do the SOWs provide sufficient clarity to enable accurate pricing and if not what information is missing that is necessary to properly quote such a project?
- 7) Are there other considerations not addressed in the SOWs which would limit the contractor's ability to meet either requirement?

Include other suggestions as applicable that would meet the requirement including solutions with a lower environmental impact.

Annex A - Statement of Work

REMEDIATION into a REEF of Former CCGS W.E. Ricker



Date: October 2017

Prepared by Vessel Disposal, Marine Engineering
Integrated Technical Services
200 Kent Street
Ottawa, ON
K1A 0E6

1.0 Objective:

- 1.1 The objective of this Statement of Work (SOW) is for the remediation of former CCGS W.E. Ricker. The Contractor is to prepare the ship for transfer, transfer it to the Approved Site and subsequently prepare the ship for use as an artificial reef (remediate the vessel in an efficient and environmentally responsible manner that is conforming to Canadian Laws and the terms of the contract).

2.0 Background:

- 2.1 The Department of Fisheries and Oceans / Canadian Coast Guard (CCG) has a large fleet of vessels stationed at numerous locations throughout Canada. As these vessels become surplus, through age or changing requirements, the Department must dispose of them in an environmentally responsible manner.
- 2.2 The former CCGS W.E. Ricker was built in 1978 at Nagasaki Senpakukogyo Ltd., Muroran, Hokkaido, Japan, Launched in 1978.

Vessels details:

Length: 58.0 m (Metres)
Breadth: 9.5 m (Metres)
Draft: 4.5 m (Metres)
Freeboard: 1.9 m (Metres)
Gross Tonnage: 1104.5 t (Tons)
Net Tonnage: 415.9 t
Build Material: Steel

The former CCGS W.E. Ricker was declared surplus on the 13th March 2017 she is currently out of service and surplus to Canadian Coast Guard requirements.

- 2.3 In preparation for the Former CCGS W.E. Ricker a formal and Comprehensive Environmental Assessment (EA) has been carried out on board the ship. The report found the ship to be considered free of friable and non-friable Asbestos. The following controlled waste materials are present on the ships and the appropriate mitigation measures for each must be addressed by the Contractor
 - a. Anti-fouling & corrosion inhibiting coatings
 - b. Compressed gasses
 - c. Volatile Organic Compounds (adhesives, solvents, etc.)
 - d. Petroleum, Oil & Lubricants (POL)

- e. Metals (Beryllium, Cadmium, Lead Mercury, etc.)
- f. Polychlorinated Biphenyl (PCBs) (<50mg/kg)
- g. Fungicides & Pesticides – none present by visual inspection
- h. Toxic mould or mildew accumulations - none present by visual inspection

3.0 Scope of Work:

3.1 The Contractor will assume any expenses in relation to the work described in this specification and will be responsible for any item's cost of cleaning and removing as defined in this specification.

3.2 All hazardous material, waste, debris and hydrocarbon-based fluid shall be removed from the vessel and disposed of in accordance with Environment Canada's Clean-up standard for disposal at sea of vessels, aircraft, platforms and other structures 2007 together with applicable provincial and federal regulations. All remediation work outlined in Fleetway's environmental disclosure report shall be completed, which will be detailed in the final SOW. Items identified shall be cleaned, removed, recycled, reused and / or disposed of in accordance with applicable regulations.

3.3 The *Former W.E. Ricker's* hull is to be sandblasted, the entire underwater hull, leaving hull bare metal. The propeller, rudder and tail-shaft are to be removed and blank openings.

3.4 Entry and exit openings are to be cut in various positions in the hull and superstructure. Further details will be expanded on final SOW.

3.5 Any item which is uneconomical or unable to clean shall be removed in consultation with the Technical Authority and Naval Architect.

4.0 DETAILED WORK PLAN:

A Detailed Work Plan shall be submitted for review to CANADA consisting of the following:

4.1 Environmental Protection Plan

The Contractor must have in place an environmental management system consistent with the procedures required for the Environmental Management System ISO 14001-2004 – Requirements published by the International Organization for Standardization (ISO). It is not the intent of this clause to require that the Contractor be registered to the applicable standard; however, the Contractor's environmental management system must address each requirement

contained in the standard. The Contractor shall develop and submit an Environmental Protection Plan (EPP) that demonstrates the Contractor's commitment to avoidance of adverse environmental impacts through implementation of best practices rooted in pollution prevention and the promotion of sound environmental practices for the project to be undertaken.

4.2 Management Plan

This plan shall describe the Contractor's approach and methodology with respect to the proposed work.

4.3. Work Schedule

The project shall have a Master Work schedule which is the schedule for the entire project. The Master Work schedule will include all tasks required for remediation including; schedule milestones, deliverables, all subcontract work and activities, preparation for transporting the vessel, transporting the vessel, initial surveys, inspections, identification and safe removal and disposal of hazardous materials, dismantling and removal.

4.4 Tow Plan

The Contractor must submit to the Crown for review a comprehensive Tow Plan for the *Former W.E. Ricker* that details the process to move the vessel from the present location to the Contractor's Approved Site.

5.0 OFFICE ACCOMMODATION AND FACILITIES:

The contractor shall provide office accommodation and facilities for the Crown and Crown representatives.

6.0 SPECIFICATION OF WORK:

6.1 Approved Site(s)

The Contractor shall identify the location where the cleaning, remediation /recycling work and hazardous waste disposal will be done. This location(s) will be defined as the Approved Site(s).

6.2 Personnel

The Contractor shall provide all personnel, insurance, equipment, tools, vehicles, materials, facilities, supervision and any other items and services necessary to clean, dismantle, recycle, and remediate the vessel and any and all hazardous wastes.

6.3 Towing

The Contractor will be required to transport the *Former W.E. Ricker* to the Contractor's site of work. The Contractor shall obtain and pay all fees for certificates, surveyors, and pilotage authorities, deemed necessary by the applicable regulations and any insurance for any required towing operation. The Contractor shall provide Canada, prior to moving the *Former W.E. Ricker*, a voyage certificate for the intended destination from an approved surveyor stating that the *Former W.E. Ricker* is safe to transport in accordance with the chosen method of transport.

6.4 Trim and Stability

The Contractor will be solely responsible to ensure the stability of the *Former W.E. Ricker* at all times during the work. The Contractor shall have on staff or subcontract the service of a Naval Architect; registered to practice, as a Professional Engineer, to verify and confirm the vessel stability during the cleaning and remediation operation should this work be done while the *Former W.E. Ricker* is afloat. The Naval Architect shall approve significant changes to the Management Plan, such as an unscheduled movement or removal of weights from the vessel.

6.5 Hazardous Wastes

The Contractor shall provide all WHMIS MSDS sheets for any material furnished by the Contractor during the course of the work of the contract.

All waste shall be accounted for in a database by the Contractor until the vessel has been properly remediated in accordance with the Statement of Work.

6.6 Ownership

Any equipment removed from the *Former W.E. Ricker* shall become the property of the Contractor except as specifically identified in prior to contract award.

The Contractor shall pay for all Federal, Provincial and Municipal Taxes and dumping fees (tipping fees) at the Municipal Landfill, PCB disposal facility, and controlled waste handling and disposal facilities during the course of this project.

6.7 Regulatory

In addition to various provincial and federal regulations regarding hazardous materials, the Contractor shall comply with all directives and requirements issued by the Provincial Departments regarding the removal, transport, placement and disposal of hazardous materials for various locations, including;

- a. The disposal of hazardous materials in appropriate waste containers.

- b. The transport of hazardous materials to an approved site.
- c. Any and all requirements, which may exist regarding notifications of the presence of hazardous materials.
- d. If asbestos is found, the work shall be done by a registered asbestos abatement contractor.
- e. Disposal of PCBs shall be via incineration conducted by a registered PCB disposal contractor.
- f. The requirements for training of Contractor's Personnel conducting the hazardous materials abatement work.

7.0 REMEDIATION:

7.1 General

Hazardous materials identified in the specification shall be removed and dispose of this material according to all appropriate regulations for the jurisdiction under which the Contractor operates. The rest of the vessel shall be cleaned, dismantled where required to be recycled or disposed of in accordance with the requirements of the Statement of Work. The disposition of the ballast in the tanks will be provided to the Contractor at the time of the site visit. It is the responsibility of the Contractor to dispose of all liquid waste removed from the vessel. It is the Contractors sole responsibility for determining the value of all salvageable portions of the vessel.

7.2 Technical

The Contractor shall include in the scope of work, all considerations for the impact on the overall vessel stability due to the potential removal of engines, equipment or structural steel sections from the within the vessel. Therefore, and because of the nature of this work, the Contractor shall identify in the Management Plan, the sequence in which the remediation work will occur. The Contractor shall indicate in the Master Work Schedule the remediation timeline of the vessel structure to indicate the sequence in which major vessel structure and equipment are being removed until completion of this project.

7.3 Documenting remediation process

The contractor is to document and photograph the remediation process at regular intervals which will be stipulated in the final SOW.

7.4 Preparation for Transportation

The vessel shall be removed from the Canadian Coast Guard base, Patricia Bay, 9860 West Saanich Road, Sidney, BC, V8L 4B2.

Any mandatory preparation work required to permit safe travel while the vessels are being transported will be permitted at the Canadian Coast Guard base at the Contractor's expense. All other work as specified shall be completed at the Contractor's Approved site of work. The Contractor is responsible for the provision for all resources and services required to complete the mandatory preparation work.

All pre-tow certifications, including providing the Crown the complete tow plan, tow risk assessment, Hull surveyor report, Insurance (for ships) and third party liability, tow company and tug particulars shall be provided to Canada before Care and Custody of the ship is transferred to the Contractor. On receipt of all pre-tow certifications, Canada will transfer Care and Custody of the ship to the contractor for the tow, but shall retain ownership of the ships through the remediation process in the shipyard.

7.5 Berthing and Mooring

The Contractor shall berth and moor the *Former W.E. Ricker* for the duration of the contract period. Canada and the Inspection Authority shall have unrestricted access to the vessel at all times under the supervision of the Contractor for Health and Safety reasons.

The location of the vessel for the duration of the contract shall be at an authorized site for the type of work intended and shall be in accordance with Federal, Provincial and/or Municipal requirements.

The Contractor shall supply all mooring lines and labour required in berthing, mooring, and casting off for the vessel.

7.6 Services

The Contractor shall supply and erect a gangway complete with safety nets for the vessel in compliance with the Canada Labour Code while the vessel is on the blocks or alongside the Contractor's place of work.

The gangway shall be lighted during the work period after daylight. The Contractor shall be responsible for the safety of the gangway.

8.0 BILGE AND COMPARTMENT CLEANING:

All cleaning and remediation detailed in the final SOW must be in accordance with Environment Canada's Clean-up standard for disposal at sea of vessels, aircraft, platforms and other structures 2007 together with applicable provincial and federal regulations.

8.1 Bilge

The Contractor shall be responsible for the removal and disposal of oily water from bilge area within the vessel.

8.2 Ballast tanks and void Spaces

Ballast tanks, void spaces and pipe tunnels were not designed to carry or contain any hydrocarbon based fluid but these spaces are required to be emptied and cleaned of their contents. The Contractor shall follow all confined space safety requirements and exercise caution while emptying the remaining liquid ashore and assure that it meets applicable disposal regulations.

If any of the tanks are found to contain hydrocarbon based fluid then these tanks shall be dealt with in accordance with applicable disposal regulations.

8.3 Diesel Oil Tanks

Fluid remaining in all tanks shall be removed ashore and disposed of in accordance with applicable disposal regulations.

The Contractor shall open all the tanks and remove the remaining diesel oil, oil or wastewater. Different fluid types shall not be mixed to reduce disposal cost.

8.4 Black and Grey water Systems

The Contractor shall pump out the black and grey water systems and dispose of the fluid ashore in accordance with applicable disposal regulations.

The Contractor shall open all the tanks and remove the remaining black and grey water from the vessel black and grey water system and associated tanks.

8.5 Hazardous Materials and Miscellaneous Items

Under this item, hazardous material means all materials as identified in the Environmental Assessment report (EA) provided with the final SOW, materials identified by subsequent sampling reports completed by the Contractor, all controlled waste and/or otherwise regulated material or substances for which exposure will, or may, result in a health hazard. The EA and any available reports

are included in the Appendices of this specification. All hazardous materials shall be removed from the vessel by the Contractor in accordance with applicable regulations. The hazardous materials must be containerized and transported to a facility certified by the authority having jurisdiction to dispose of these materials.

The EA and subsequent sampling reports show the location of these products on board the vessel. Quantities and volumes of hazardous materials contained in consultant sampling reports and referenced in this document are approximate only.

The EA is the best information available to Canada (AT TIME OF SAMPLING) on the hazardous materials within the vessel. The environmental information is not final, and is only meant to aid contractors in the bid process. The Contractor shall survey the vessel to identify actual quantities of hazardous materials any other hazardous material present on the vessel and shall dispose of this material in accordance with federal and provincial regulations.

8.6 Paint

Paint on board may contain contaminants such as lead, mercury, arsenic, PCBs, and cadmium. All loose and flaky paint shall be scraped off, vacuumed and disposed in accordance with applicable regulations. Paints exceeding Provincial leachate criteria must be handled as a hazardous material and in accordance with all regulations.

Painted surfaces containing concentrations of PCBs >50 mg/kg must be removed and handled and disposed as a hazardous waste containing PCBs in accordance with Federal and Provincial regulations. PCBs (greater than 0.05 mg/kg) contained in paint on metals for recycling at a foundry must be removed and handled accordingly. Lead (leachability greater than 5.0 mg/L) contained in paints on materials that will be disposed of at a landfill shall be removed and disposed of in accordance with Provincial requirements. All hazardous materials must be handled, packaged and disposed of in accordance with applicable Provincial/Federal regulations.

8.7 Asbestos Containing Material (ACM)

The Asbestos report indicates that there is no asbestos however if in the unlikely event that Asbestos is found, the Contractor shall remove and dispose of all asbestos in accordance with applicable Provincial/Federal regulations.

8.8 Liquid or Semi Solid Waste

Liquid or semi solid waste such as paste and grease containers are found at numerous locations on the ship as per the EA report. The Contractor shall

dispose of all liquid or semi solid waste containers found in the vessel in accordance with the applicable regulations.

8.9 Miscellaneous Items

The vessel contains numerous miscellaneous items of all types that were identified under the EA report. The Contractor shall remove and dispose of these items in accordance with the applicable regulations.

The Contractor shall make reference to the EA report for the identification and location of noted debris. The EA reports are only presented as reference and it is the bidder's responsibility to determine the quantity and types of material left on board and to dispose of these items in accordance with all applicable regulations.

8.10 Tracking of Hazardous and other Waste

The Contractor shall maintain a database that tracks all Hazardous and other Waste from the point of transfer to Contractor Care and Custody to final disposal.

9.0 Accessibility:

The *Former W.E. Ricker* is currently located at the Canadian Coast Guard base, Patricia Bay, 9860 West Saanich Road, Sidney, BC, V8L 4B2. The vessel will be available for survey Monday to Friday from 08:00 hrs. to 16:00hrs.

10.0 Travel Requirements (if required)

Any travel costs are to be borne by the contractor and included in the bid price.

Annex B - Statement of Work

DISMANTLING / DISPOSAL of Former CCGS W.E. Ricker



Date: October 2017

Prepared by Vessel Disposal, Marine Engineering
Integrated Technical Services
200 Kent Street
Ottawa, ON
K1A 0E6

1.0 Objective:

1.1 The objective of this Statement of Work (SOW) is for the dismantling and disposal of former CCGS W.E. Ricker. The Contractor is to prepare the ship for transfer, transfer it to the Approved Site 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.

2.0 Background:

2.1 The Department of Fisheries and Oceans / Canadian Coast Guard (CCG) has a large fleet of vessels stationed at numerous locations throughout Canada. As these vessels become surplus, through age or changing requirements, the Department must dispose of them in an environmentally responsible manner.

2.2 The former CCGS W.E. Ricker was built in 1978 at Nagasaki Senpakukogyo Ltd., Muroran, Hokkaido, Japan, Launched in 1978.

Vessels details:

Length: 58.0 m (Metres)
Breadth: 9.5 m (Metres)
Draft: 4.5 m (Metres)
Freeboard: 1.9 m (Metres)
Gross Tonnage: 1104.5 t (Tons)
Net Tonnage: 415.9 t
Build Material: Steel

The former CCGS W.E. Ricker was declared surplus on the 13th March 2017 she is currently out of service and surplus to Canadian Coast Guard requirements.

2.3 In preparation for the disposal of the Former CCGS W.E. Ricker a formal and Comprehensive Environmental Assessment (EA) has been carried out on board the ship. The report found the ship to be considered free of friable and non-friable Asbestos.

The following controlled waste materials are present on the ships and the appropriate mitigation measures for each must be addressed by the Contractor:

- a. Anti-fouling & corrosion inhibiting coatings
- b. Compressed gasses
- c. Volatile Organic Compounds (adhesives, solvents, etc.)
- d. Petroleum, Oil & Lubricants (POL)
- e. Metals (Beryllium, Cadmium, Lead Mercury, etc.)

- f. Polychlorinated Biphenyl (PCBs)
- g. Fungicides & Pesticides – none present by visual inspection
- h. Toxic mould or mildew accumulations - none present by visual inspection

3.0 Scope of Work:

3.1 The Contractor will assume any expenses in relation to the work described in this specification and will be responsible for any item's cost of cleaning and removing as defined in this specification.

3.2 All hazardous material, waste, debris and hydrocarbon-based fluid shall be removed from the vessel and disposed of in accordance with provincial and federal regulations. 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.

4.0 DETAILED WORK PLAN:

A Detailed Work Plan shall be submitted for review to CANADA consisting of the following:

4.1 Environmental Protection Plan

The Contractor must have in place an environmental management system consistent with the procedures required for the Environmental Management System ISO 14001-2004 – Requirements published by the International Organization for Standardization (ISO). It is not the intent of this clause to require that the Contractor be registered to the applicable standard; however, the Contractor's environmental management system must address each requirement contained in the standard. The Contractor shall develop and submit an Environmental Protection Plan (EPP) that demonstrates the Contractor's commitment to avoidance of adverse environmental impacts through implementation of best practices rooted in pollution prevention and the promotion of sound environmental practices for the project to be undertaken.

4.2 Management Plan

This plan shall describe the Contractor's approach and methodology with respect to the proposed work.

4.3. Work Schedule

The project shall have a Master Work schedule which is the schedule for the entire project. The Master Work schedule will include all tasks required for disposal including; schedule milestones, deliverables, all subcontract work and activities, preparation for transporting the vessel, transporting the vessel, initial surveys, inspections, identification and safe removal and disposal of hazardous materials, dismantling and salvage.

4.4 Tow Plan

The Contractor must submit to the Crown for review a comprehensive Tow Plan for the *Former W.E. Ricker* that details the process to move the vessel from the present location to the Contractor's Approved Site.

5.0 OFFICE ACCOMMODATION AND FACILITIES:

The contractor shall provide office accommodation and facilities for the Crown and Crown representatives.

6.0 SPECIFICATION OF WORK:

6.1 Approved Site(s)

The Contractor shall identify the location where the cleaning, salvaging /recycling work and hazardous waste disposal will be done. This location(s) will be defined as the Approved Site(s).

6.2 Personnel

The Contractor shall provide all personnel, insurance, equipment, tools, vehicles, materials, facilities, supervision and any other items and services necessary to clean, dismantle, recycle, and dispose of the vessel and any and all hazardous wastes.

6.3 Towing

The Contractor will be required to transport the *Former W.E. Ricker* to the Contractor's site of work. The Contractor shall obtain and pay all fees for certificates, surveyors, and pilotage authorities, deemed necessary by the applicable regulations and any insurance for any required towing operation. The Contractor shall provide Canada, prior to moving the *Former W.E. Ricker*, a voyage certificate for the intended destination from an approved surveyor stating that the *Former W.E. Ricker* is safe to transport in accordance with the chosen method of transport.

6.4 Trim and Stability

The Contractor will be solely responsible to ensure the stability of the *Former W.E. Ricker* at all times during the work. The Contractor shall have on staff or subcontract the service of a Naval Architect; registered to practice, as a Professional Engineer, to verify and confirm the vessel stability during the dismantling operation should this work be done while the *Former W.E. Ricker* is afloat. The Naval Architect shall approve significant changes to the Management Plan, such as an unscheduled movement or removal of weights from the vessel.

6.5 Hazardous Wastes

The Contractor shall provide all WHMIS MSDS sheets for any material furnished by the Contractor during the course of the work of the contract. **All waste shall be accounted for in a database by the Contractor until the vessel** has been properly disposed in accordance with the Statement of Work.

6.6 Ownership

Any equipment removed from the *Former W.E. Ricker* shall become the property of the Contractor except as specifically identified in prior to contract award.

The Contractor shall pay for all Federal, Provincial and Municipal Taxes and dumping fees (tipping fees) at the Municipal Landfill, PCB disposal facility, and controlled waste handling and disposal facilities during the course of this project.

6.7 Regulatory

In addition to various provincial and federal regulations regarding hazardous materials, the Contractor shall comply with all directives and requirements issued by the Provincial Departments regarding the removal, transport, placement and disposal of hazardous materials for various locations, including;

- a. The disposal of hazardous materials in appropriate waste containers.
- b. The transport of hazardous materials to an approved site.
- c. Any and all requirements, which may exist regarding notifications of the presence of hazardous materials.
- d. If asbestos is found, the work shall be done by a registered asbestos abatement contractor.

e. Disposal of PCBs shall be via incineration conducted by a registered PCB disposal contractor.

f. The requirements for training of Contractor's Personnel conducting the hazardous materials abatement work.

7.0 RECYCLE:

7.1 General

The Contractor shall remove all liquid from bilges, tanks and receivers and dispose of this material according to all appropriate regulations for the jurisdiction under which the Contractor operates. Hazardous materials identified in the specification shall be removed and dispose of this material according to all appropriate regulations for the jurisdiction under which the Contractor operates. The remaining asset shall be cleaned and dismantled, recycled or disposed of in accordance with the requirements of the Statement of Work. The disposition of the ballast in the tanks will be provided to the Contractor at the time of the site visit. It is the responsibility of the Contractor to dispose of all liquid waste removed from the vessel.

It is the Contractors sole responsibility for determining the value of all salvageable portions of the vessel, including but not limited to: steel, main engine, generator, pumps, valves, pipes, hatches, portholes, furniture, winches, ropes, chains, anchors, cable wiring, etc.

7.2 Technical

The Contractor shall include in the scope of work, all considerations for the impact on the overall vessel stability due to the removal of engines, equipment or structural steel sections from the vessel. Therefore, and because of the nature of this work, the Contractor shall identify in the Management Plan, the sequence in which the dismantling work will occur. The Contractor shall indicate in the Master Work Schedule the Dismantling Timeline of the vessel structure to indicate the sequence in which major vessel structure and equipment are being removed until completion of this item.

7.3 Preparation for Transportation

The vessel shall be removed from the Canadian Coast Gard base, Patricia Bay, 9860 West Saanich Road, Sidney, BC, V8L 4B2.

Any mandatory preparation work required to permit safe travel while the vessels are being transported will be permitted at the Canadian Coast Guard base at the Contractor's expense. All other work as specified shall be completed at the Contractor's Approved site of work. The Contractor is responsible for the provision for all resources and services required to complete the mandatory preparation work.

All pre-tow certifications, including providing the Crown the complete tow plan, tow risk assessment, Hull surveyor report, Insurance (for ships) and third party liability, tow company and tug particulars shall be provided to Canada before Care and Custody of the ship is transferred to the Contractor. On receipt of all pre-tow certifications, Canada will transfer Care and Custody of the ships to the contractor for the tow, but shall retain ownership of the ships through the final dismantling in the shipyard.

7.4 Berthing and Mooring

The Contractor shall berth and moor the *Former W.E. Ricker* for the duration of the contract period. Canada and the Inspection Authority shall have unrestricted access to the vessel at all times under the supervision of the Contractor for Health and Safety reasons.

The location of the vessel for the duration of the contract shall be at an authorized site for the type of work intended and shall be in accordance with Federal, Provincial and/or Municipal requirements.

The Contractor shall supply all mooring lines and labour required in berthing, mooring, and casting off for the vessel.

7.5 Services

The Contractor shall supply and erect a gangway complete with safety nets for the vessel in compliance with the Canada Labour Code while the vessel is on the blocks or alongside the Contractor's place of work.

The gangway shall be lighted during the work period after daylight. The Contractor shall be responsible for the safety of the gangway.

8.0 BILGE AND COMPARTMENT CLEANING:

The Contractor shall remove all bilge oily wastewater from the vessel and dispose of it in accordance with the applicable laws and regulations.

The Contractor shall be responsible for the removal and disposal of oily water from bilge area within the vessel.

8.1 Ballast tanks and void Spaces

Ballast tanks, void spaces and pipe tunnels were not designed to carry or contain any hydrocarbon based fluid but these spaces are required to be emptied of their contents.

The tanks may contain liquid, therefore the Contractor shall follow all confined space safety requirements and exercise caution while emptying the remaining liquid ashore and assure that it meets applicable disposal regulations.

If any of the tanks are found to contain hydrocarbon based fluid then these tanks shall be dealt with in accordance with applicable disposal regulations.

8.2 Diesel Oil Tanks

Fluid remaining in all tanks shall be removed ashore and disposed of in accordance with applicable disposal regulations.

The Contractor shall open all the tanks and remove the remaining diesel oil, oil or wastewater. Different fluid types shall not be mixed to reduce disposal cost.

8.3 Black and Grey water Systems

The Contractor shall pump out the black and grey water systems and dispose of the fluid ashore in accordance with applicable disposal regulations.

The Contractor shall open all the tanks and remove the remaining black and grey water from the vessel black and grey water system and associated tanks.

8.4 Hazardous Materials and Miscellaneous Items

Under this item, hazardous material means all materials as identified in the Environmental Assessment report (EA) provided with the SOW, materials identified by subsequent sampling reports completed by the Contractor, all controlled waste and/or otherwise regulated material or substances for which exposure will, or may, result in a health hazard. The EA and any available reports are included in the Appendices of this specification. All hazardous materials shall be removed from the vessel by the Contractor in accordance with applicable regulations. The hazardous materials must be containerized and transported to a facility certified by the authority having jurisdiction to dispose of these materials.

The EA and subsequent sampling reports show the location of these products on board the vessel. Quantities and volumes of hazardous materials contained in consultant sampling reports and referenced in this document are approximate only.

The EA is the best information available to Canada (AT TIME OF SAMPLING) on the hazardous materials within the vessel. The environmental information is not final, and is only meant to aid contractors in the bid process. The Contractor shall

survey the vessel to identify actual quantities of hazardous materials any other hazardous material present on the vessel and shall dispose of this material in accordance with federal and provincial regulations.

8.5 Paint

Paint on board may contain contaminants such as lead, mercury, arsenic, PCBs, and cadmium. All loose and flaky paint shall be scraped off, vacuumed and disposed in accordance with applicable regulations. Paints exceeding Provincial leachate criteria must be handled as a hazardous material and in accordance with all regulations.

Painted surfaces containing concentrations of PCBs >50 mg/kg must be removed and handled and disposed as a hazardous waste containing PCBs in accordance with Federal and Provincial regulations. PCBs (greater than 0.05 mg/kg) contained in paint on metals for recycling at a foundry must be removed and handled accordingly. Lead (leachability greater than 5.0 mg/L) contained in paints on materials that will be disposed of at a landfill shall be removed and disposed of in accordance with Provincial requirements. All hazardous materials must be handled, packaged and disposed of in accordance with applicable Provincial/Federal regulations.

8.6 Asbestos Containing Material (ACM)

The Asbestos report indicates that there is no asbestos however if in the unlikely event that Asbestos is found, the Contractor shall remove and dispose of all asbestos in accordance with applicable Provincial/Federal regulations.

8.7 Liquid or Semi Solid Waste

Liquid or semi solid waste such as paste and grease containers are found at numerous locations on the ship as per the EA report. The Contractor shall dispose of all liquid or semi solid waste containers found in the vessel in accordance with the applicable regulations.

8.8 Miscellaneous Items

The vessel contains numerous miscellaneous items of all types that were identified under the EA report. The Contractor shall remove and dispose of these items in accordance with the applicable regulations.

The Contractor shall make reference to the EA report for the identification and location of noted debris. The EA reports are only presented as reference and it is the bidder's responsibility to determine the quantity and types of material left on board and to dispose of these items in accordance with all applicable regulations.

8.9 Tracking of Hazardous and other Waste

The Contractor shall maintain a database that tracks all Hazardous and other Waste from the point of transfer to Contractor Care and Custody to final disposal.

9.0 Accessibility:

The *Former W.E. Ricker* is currently located at the Canadian Coast Gard base, Patricia Bay, 9860 West Saanich Road, Sidney, BC, V8L 4B2. The vessel will be available for survey Monday to Friday from 08:00 hrs. to 16:00hrs.

10.0 Travel Requirements (if required)

Any travel costs are to be borne by the contractor and included in the bid price.