



**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

Bid Receiving - PWGSC / Réception des  
soumissions - TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

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**

Marine Emergency Response Division/Division des  
Interventions en cas d'urgence maritime

Place du Portage, Phase III

Tower c

11, rue Laurier

Gatineau

Gatineau

K1A0S5

<b>Title - Sujet</b> OPP/WAHV - Environmental Strategy	
<b>Solicitation No. - N° de l'invitation</b> EVC01-202001/B	<b>Date</b> 2020-08-24
<b>Client Reference No. - N° de référence du client</b> EVC01-202001	<b>GETS Ref. No. - N° de réf. de SEAG</b> PW-\$MER-002-27864
<b>File No. - N° de dossier</b> 002mer.EVC01-202001	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2020-09-08</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT	
<b>F.O.B. - F.A.B.</b> Specified Herein - Précisé dans les présentes	
<b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input checked="" type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Pilon, Chantal	<b>Buyer Id - Id de l'acheteur</b> 002mer
<b>Telephone No. - N° de téléphone</b> (613) 894-1817 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>  Specified Herein Précisé dans les présentes	

Instructions: See Herein

Instructions: Voir aux présentes

<b>Delivery Required - Livraison exigée</b> See Herein	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur ( taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

**Request for Information (RFI)**  
**National Procurement Strategy to Address**  
**Wrecked, Abandoned and Hazardous Vessels**  
**- Environmental Strategy -**

EVC01-202001/B

**Contracting Authority:**

Chantal Pilon  
Supply Team Leader  
Telephone No. (613) 894-1817  
Email: chantal.pilon@pwgsc-tpsgc.gc.ca

**INTRODUCTION AND BACKGROUND INFORMATION**

The Oceans Protection Plan (OPP), announced by the Prime Minister in November 2016, comprises multiple initiatives meant to ensure the protection and safety of Canada's coasts in collaboration with coastal and Indigenous communities. The OPP priorities include addressing wrecked, abandoned and hazardous vessels.

As a result of the OPP, the *Wrecked, Abandoned or Hazardous Vessels Act* was passed by Parliament and came into force on July 30, 2019. The Act is meant to address wrecked, abandoned and hazardous vessels in Canadian waters. Vessels that are wrecked, abandoned, dilapidated, or pose or may pose a hazard to the environment, coastlines, shorelines, infrastructure or any other interest, including the health, safety, well-being and economic interests of the public.

In the spirit of this new Act, the Government of Canada sought the participation of industry and First Nations, Inuit and Métis (Indigenous) partners in spring 2020 to provide feedback on their capacity to provide the services that may be required to address the problematic vessels along Canada's major waterways (Pacific and Atlantic coasts, as well as the Arctic and Great Lakes, and inland waters):

<https://buyandsell.gc.ca/procurement-data/tender-notice/PW-MER-002-27801>

Currently, the Government of Canada is seeking to better understand the options available for services for the disposal of vessels in an environmentally sound manner, in particular regarding smaller fibreglass-hulled and / or wood-hulled vessels. The Government of Canada is looking to learn more about these services and their availability across Canada, for consideration in the development of the functional instruments of the National Procurement Strategy to Address Wrecked, Abandoned and Hazardous Vessels.

Follow-up Requests for Information (RFIs) may be released for other services and/or topics of discussion.

This RFI is not a solicitation. No commitment from the Government of Canada is made with respect to future release of Requests for Supply Arrangements, purchases or contracts. No agreement or contract will be entered into, with any person or entity, as a result of this RFI. This RFI is not to be considered in any way a commitment by the Government of Canada or as authority to potential respondents to undertake any work which could be charged to the Government of Canada. The Government of Canada will not reimburse any expenses incurred for the preparation of responses to this RFI or any participation.

Industry stakeholders and Indigenous partners that would like to participate in this exercise should provide the information and answer the questions requested in *Appendix 1*. Follow-up questions may be asked directly to the Respondent.

## POTENTIAL REQUIREMENTS

As the Government of Canada's National Procurement Strategy unfolds, the intent is to issue *supply arrangements*\* to companies capable of providing the noted services across Canada to support the Government of Canada in the assessment, removal and remediation of problematic vessels in Canadian waters.

The services will include but will not be limited to marine technical services (condition surveys and towage, remediation and disposal assessments), and services for the disposal of various types and sizes of vessels. Supply arrangements for additional related services required to address hazardous and/or dilapidated vessels may be added to the National Procurement Strategy at a later time.

The Government of Canada will decide on final content of any document resulting from this RFI and will be the sole owner.

\*Information on supply arrangements can be found on the following link:

<https://buyandsell.gc.ca/for-businesses/selling-to-the-government-of-canada/the-procurement-process/supply-arrangements>

## DEADLINE FOR SUBMISSION OF A RESPONSE TO THIS REQUEST FOR INFORMATION

Public Services and Procurement Canada (PSPC) invites interested parties to provide the information requested in the *Appendix 1* to the Contracting Authority on or before **September 8, 2020**.

## ANTICIPATED SIGNIFICANT PROJECT EVENTS AND DATES

EVENT	ANTICIPATED DATE
Industry Review of Request for Supply Arrangements for Marine Technical Assessments	September 2020
Issue Request for Supply Arrangements for Marine Technical Assessments on buyandsell.gc.ca	September 2020
Industry Review of Request for Supply Arrangements for Ship Disposal	October 2020
Issue Request for Supply Arrangements for Ship Disposal on buyandsell.gc.ca	November 2020

No commitment from the Government of Canada is made with respect to future release of Requests for Supply Arrangements, purchases or contracts.

## COMMUNICATION

To ensure that communication and the information is shared accordingly between the client departments, PSPC and participants, as and when required, all communication and sharing of information must be done through the Contracting Authority.

## LANGUAGE

Communication may be in either official language of Canada: English or French.

## QUERIES AND SUBMISSION OF RESPONSES TO THE REQUEST FOR INFORMATION

Interested parties may submit questions regarding the Request for Information, and their responses regarding the information requested herein, by email to the Contracting Authority at [chantal.pilon@pwgsc-tpsgc.gc.ca](mailto:chantal.pilon@pwgsc-tpsgc.gc.ca). Companies may also request to provide Canada a presentation regarding their current service offerings which may meet the requirements outlined herein.

**Environmental Strategy Feedback Form**

Please fill out Part 1 and reply to the questions in Part 2 that pertain to your line of business and/or interest.

Additional information for each of the Question can be included in an attachment or a request for the Word version of this document can be made to the Contracting Authority via email. Where an attachment will be provided, please reference the same numbering as the Question.

Part 1 – Organization Information		
Name of Company/Respondent		Business Number
Representative name and title	Phone Number	Email address
Company address		
Part 2 – Questions		
A. FIBERGLASS RECYCLING		
A1. What makes a fibreglass vessel a good candidate for recycling? Is it necessary that a vessel have a report about onboard hazardous materials (e.g.: residual fuel, insulating material, etc.)? What other information would be necessary? What is the maximum or optimal size of the parts of the vessel to be recycled?		
A2. Is there any work required to prepare a fibreglass vessel for recycling prior to handing it over to a recycler? If so, please describe the work.		
A3. What is the recycling process? Please describe the technology used and the steps of the process (e.g.: depollution, dismantling, etc.)		
A4. What are the potential environmental impacts of the recycling process, including air emissions and water releases? How are these impacts mitigated?		
A5. What residual materials remain that may require final disposal? How and where are residual materials disposed of?		

A6. Does your company have an Environmental Management System (EMS)?
A7. What are the timelines and costs for recycling a fibreglass vessel? How much does it cost to convert a tonne of fibreglass for reuse? What is the resale value (price per tonne) of fibreglass that has been recycled?
A8. What are the pros/cons of recycling a fibreglass vessel?
A9. How is recycled fibreglass used, and what is the market for recycled fibreglass?
A10. Vendor Capacity: If you provide fibreglass recycling services, where in the country do you provide them? How many vessels can your company recycle per year? Do you focus on specific types of vessels (e.g.: motor boats, sailboats, etc.)? If a vessel contains other materials (e.g.: metal, wood, etc.) do you sort and process the other materials as well?
A11. Please provide any other information regarding fibreglass recycling that you deem important for Canada to consider.
A12. Are you an Indigenous company? If so, are you registered in the Government of Canada's Indigenous Business Directory (link: <a href="https://www.aadnc-aandc.gc.ca/eng/1100100033057/1100100033058#c2">https://www.aadnc-aandc.gc.ca/eng/1100100033057/1100100033058#c2</a> )?
<b>B. INCINERATION</b>
B1. Is it necessary that a vessel have a hazardous materials report on board (e.g.: residual fuel, insulating material, etc.)?

B2. What is the type and size of your company's incinerator? What is the maximum or optimal size of the parts of the vessel to be incinerated?

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B3. Would you recommend vessels be sent to a third party incinerator or cement kiln? If so, what is their capacity for processing vessels?

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B4. What is the incineration process? Please describe the technology used and the steps of the process.

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B5. What temperature(s) are achieved by the incineration technology? Does this temperature completely destroy environmental contaminants that may be found in fibreglass? How will residual materials from the incineration be handled?

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B6. Please describe the air pollution prevention technologies employed. Are air emissions routinely monitored? What destruction level is achieved for dioxin and furans?

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B7. Is the Incinerator licensed to operate in its province or territory, and does it meet all recommended codes of practice within its jurisdiction? Are other operational best management practices used? If so, please describe.

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B8. Does your company have an Environmental Management System (EMS)?

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B9. Is it necessary that a vessel have a hazardous materials report on board (e.g.: residual fuel, insulating material, etc.)?

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B10. What are the timelines and costs for incinerating a vessel?
B11. What are the pros/cons of incinerating fibreglass and wood-hulled vessels?
B12. Vendor Capacity: If you provide incineration services, where in the country do you provide them? How many vessels can you incinerate per year?
B13. Please provide any other information regarding incineration of vessels that you deem important for Canada to consider.
B14. Are you an Indigenous company? If so, are you registered in the Government of Canada's Indigenous Business Directory (link: <a href="https://www.aadnc-aandc.gc.ca/eng/1100100033057/1100100033058#c2">https://www.aadnc-aandc.gc.ca/eng/1100100033057/1100100033058#c2</a> )?
<b>C. OTHER ENVIRONMENTAL ISSUES</b>
C1. Can you recommend any other options for how to handle disposal of fibreglass-hulled or wood-hulled vessels in an environmentally sound manner? If so, please describe.
C2. What options exist for recycling or otherwise disposing of rubber and fabric in an environmentally sound manner?
C3. Do you have any life cycle analysis information, research or data to compare the different recycling/disposal strategies for abandoned vessels? If so, please provide.

C4. Are there any other environmental considerations Canada should take into account in the National Procurement Strategy to address Wrecked and Abandoned Vessels? If so, please describe.