REQUEST FOR PROPOSAL
Vessel Removal in Phase II, Group B: Bayou Bonfouca, St. Tammany Parish, Louisiana
RFP #122641

BACKGROUND

The Gulf of America Alliance (GOAA) is a partnership of the five Gulf States, federal agencies, academic organizations, businesses, and other non-profits in the region. Our goal is to significantly increase regional collaboration to enhance the environmental and economic health of the Gulf of America.

GOAA has recently received federal funding from the National Oceanic and Atmospheric Administration (NOAA) to remove large marine debris items from coastal and marine habitats in the Gulf of America. GOAA is partnering with Mississippi State University Coastal Research and Extension Center and Gulf state natural resource agencies to complete the removal activities identified in the grant award and they will serve as the onsite project management for the vessel removals.

The project will benefit NOAA trust resources through active removal of many tons of marine debris, assessment of the environmental impacts pre and post removal, and increased awareness of marine debris impacts. Mississippi State University will provide technical assistance and project management to GOAA related to identifying and removing large marine debris items in all US Gulf Coast states. These activities will include assessing, estimating removal cost, permitting, developing and administering RFPs, and monitoring.

GOAA is seeking proposals from qualified contractors to assist with the removal of vessels in St. Tammany Parish based on the following information in this Request for Proposal (RFP).

GENERAL INFORMATION

Project Title: Vessel Removal in Phase II, Group B: Bayou Bonfouca and surrounding area, St. Tammany Parish, LA

Scope of Work: GOAA is seeking a contractor to remove derelict or abandoned vessels at specific locations in St. Tammany Parish as shown in **Attachment A**. All vessels listed in **Attachment A** have been deemed “abandoned” by the State of Louisiana. The selected contractor is responsible for removing, transporting, and legally disposing of all the vessels listed in **Attachment A** and will not be compensated for removing any vessels not listed in this RFP. The contractor is expected to remove the object in its entirety, and all related debris from the water body, below mud line, and/or shoreline as necessary. The contractor will report to and coordinate with designated staff of Mississippi State University and/or GOAA on all contractual, technical, and community engagement topics. Contractor must notify and

coordinate with St. Tammany Parish Government personnel before commencement of any removal operations.

- Contractor shall provide all labor, supervision, equipment, supplies, and materials.
- Contractor shall properly dispose of the vessels and marine debris in accordance with federal, state, and regional laws and regulations.
- Contractor will remove vessels in the agreed upon timeframe.
- Vessel removal methods for this project are left to the contractor, and proposed methods will be scored within the proposal in the selection process.
- Contractor is responsible for completing the NOAA-required environmental checklist for each vessel removal as presented in **Attachment C**.
- Contractor is responsible for appropriate disposal of removed components, including vessel, associated vegetation, water, contaminants, and pollutants, including fuels, batteries, paints, and solvents from the vessel prior to demolition and disposal. Any contaminant or pollutant found to be contained within the vessel shall be disposed of in a lawful manner.
- During removal of the vessels, the contractor shall be liable for any damage to the surrounding area (e.g., docks, utilities, etc.) resulting from actions taken in removal or disposal of the vessels. Any damaged areas shall be restored to their original state by the contractor at the contractor's expense.
- Contractor shall comply with any and all licensing requirements for the use of any commercial equipment or vessel used in the performance of the work.
- Contractor is responsible for the health and safety of its employees and for ensuring that work is performed in compliance with State, Federal, and Local requirements.
- Because the funding source for this vessel removal project is federal funds, certain conditions flow through from GOAA to the selected contractor. Therefore, contractor is responsible for compliance with conditions including, but not limited to:
    a. A written safety plan
    b. Required signage on the site
    c. Prevention of introduction of invasive species
    d. Maintenance of project files
    e. Certification of self-contained underwater breathing apparatus (SCUBA) divers (as necessary)
    f. Working with the St. Tammany Parish Government and Mississippi State University teams to obtain near-shore debris removal permits prior to beginning work, such as the Coastal Use Permit (CUP) through the Louisiana Department of Conservation and Energy and the USACE Nationwide Permit #22 (derelict vessel removal)

g. Obtaining a Section 404 permit, where applicable, if temporary structures or discharge of dredged or fill material are required during debris removal activities
h. Compliance with applicable Best Management Practices (BMPs) attached hereto as **Attachment C**.

The contractor is expected to coordinate closely with GOAA and/or Mississippi State University staff throughout the duration of the project through regularly scheduled status meetings, task-related conference calls, and other meetings as required. St. Tammany Parish staff may monitor any removal operations as well. And, as required by the prime federal funding award, NOAA personnel may be involved at any time during the implementation of vessel removal.

Proposal: Contractor proposals are solicited that identify the following:

Description of removal and disposal methods, including:

- How each vessel in the group will be removed including description of work to be performed and timeline
- Any potential collaborating organizations, including subcontractors
- Listing of equipment owned or controlled by contractor and readily available for work
- Qualifications, including
    - Prior experience performing water-based construction or removal activities
    - Organization, size, and structure
    - Proposed staff qualification (i.e., resumes for professional staff, experience for field staff, etc.)
    - Understanding of work to be performed
    - Certifications (if applicable)
- Contact information for at least three (3) client references

Budget: Because the funding source for this project is federal funds and must be awarded in accordance with 2 CFR 200.325, contractors are limited to 10% profit; therefore, proposed project budget should be presented with profit identified as a separate line item from costs. Profit shall be no more than 10% multiplied times total direct and indirect costs.

Entities Eligible to Apply: This Request for Proposal (RFP) is open to all types of domestic applicants other than individuals and foreign-based organizations.

Contract Payment Type: Firm Fixed Price

Performance Period: Anticipated start date is January 18, 2027 and project should be completed by April 18, 2027. Contractor should indicate their availability during this timeframe in their proposal.

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Location of Work and Site Conditions: Derelict vessels to be removed are located along the coast of Louisiana at the Global Positioning System (GPS) coordinates provided in **Attachment A**. A description of site conditions and site photographs are also included in **Attachment A**.

Number of Contracts Anticipated from this RFP: 1 (one). Please note: This is not a solicitation for bids. This is a solicitation for proposals. This solicitation does not commit GOAA to award a contract, to pay any costs incurred in the preparation of applications submitted, or to procure or contract for the services. GOAA reserves the right to accept or reject any, all or any part of any proposal received as a result of this Solicitation, or to cancel in part or in its entirety this solicitation, if it is in the best interest of GOAA to do so. GOAA shall be the sole judge as to whether proposals submitted meet all requirements contained in this solicitation.

Pre-Award Cost Authorization Allowed: No. All costs incurred in preparation of a proposal responding to this RFP and all costs associated with award implementation will be the responsibility of the selected contractor and will not be reimbursed by GOAA.

Proposal Deadline: November 10, 2026, 5pm U.S. Central Standard Time (CST). Proposals received after the proposal deadline will not be considered.

Proposal Submission Instructions: Proposals should be submitted in PDF format to:

Katie Wallace, GOAA Program Manager
Katie.Wallace@gulfalliance.org
with RFP-Vessel Removal in the subject line

Proposals must contain an original or digital signature. Note that it is the responsibility of the sender to verify receipt. GOAA will not be responsible for proposals lost during transit or transmission.

Question and Answer Period Regarding this RFP: Questions about this RFP will be received until **October 23, 2026**, 4pm U.S CST. No questions regarding this RFP will be considered outside of this time period. Questions should be sent by email to Katie Wallace at Katie.Wallace@gulfalliance.org . No questions by telephone will be considered. On October 27, 2026, contractors will receive a copy of questions and answers by email from Katie Wallace at Katie.Wallace@gulfalliance.org .

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Preferences: When the opportunity exists, GOAA reserves the right under 2 CFR 200.321 and any other applicable laws and regulations to apply preferences for Small Businesses, Minority Businesses, Women's Business Enterprises, and Labor Surplus Area Firms.

Contractor Eligibility Criteria and Conditions at Time of Application:

1. Entity must have a valid Unique Entity Identifier (UEI) number in SAM.GOV
2. Entity and any Principals or Owners must be not be debarred or suspended.
3. Non-profit organizations must demonstrate current evidence of good standing, such as a statement from the Internal Revenue Service (IRS).
4. Contractors must have the institutional, managerial, and financial capability to ensure proper planning, management, and completion of the project.
5. Contractors must have established safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
6. Contractors must have the capacity to initiate and complete the work within the applicable time frame.
7. Contractor shall comply with provisions of 2 CFR 200 or Federal Acquisition Regulations (FAR), where applicable. This includes, but not limited to, provisions of 2 CFR 200.321 - Contracting with small and minority businesses, women's business enterprises, and labor surplus area firms; provisions of 2 CFR 200.322 – Domestic preferences for procurements, and provisions of 2 CFR 200 Appendix II related to Equal Employment Opportunity, the Davis-Bacon Act, the Copeland Anti-Kickback Act, and the Contract Work Hours and Safety Standards Act. NOTE: Under the Davis-Bacon Act, contractors are required to pay the prevailing wage to laborers and mechanics at a rate not less than that determined by the U.S. Secretary Labor, attached hereto as **Attachment B**. Wages must also be paid to laborers and mechanics not less than once per week. Under the Contract Work Hours and Safety Standards Act, laborers and mechanics must have a safe environment for work. A standard work week must be 40 (forty) hours. Any hours in excess of the standard work week must be paid at a rate of no less than 1.5 times the basic rate of pay.
8. Insurance and Bonding Requirements:
    - The selected contractor will be required to maintain general liability insurance in the amount of $2,000,000 per occurrence, property damage liability insurance combined with a $2,000,000 annual policy aggregate, dockside liability or Jones Act or USL&H (United States Longshore and Harbor Workers Compensation Act) insurance in a minimum amount of $2,000,000, and automobile insurance for owned, hired and non-owned vehicles in the minimum

amount of $1,000,000 combined single limit per occurrence, to cover any claims arising out of the performance of the contract. The commercial general and automobile liability insurance policies must name GOAA, its officers, agents, volunteers, and employees as additional insured and provide GOAA coverage on a primary, non-contributory basis.

- Worker's Compensation Insurance – A selected contractor who employs any person shall maintain workers' compensation insurance in accordance with state requirements. Sole proprietors with no employees are not required to carry Worker's Compensation Insurance.
- Watercraft Liability Insurance – If a watercraft is used in the performance of the work, the contractor shall maintain watercraft liability insurance with limits not less than $1,000,000 combined single limit per occurrence. The watercraft liability insurance policy must name GOAA, its officers, agents, volunteers and employees as additional insureds and provide GOAA coverage on a primary, non-contributory basis.
- In accordance with 2 CFR 200.326, for any contract in excess of $350,000, Contractor will be required to present its bonding policy and requirements. If GOAA determines that its interests are not adequately protected by Contractor's existing policies, Contractor may be required to provide a performance bond, a payment bond, or other requirements as determined by GOAA.

9. Contractor by submitting a proposal represents that:
    - Contractor has read and understands this RFP (including all specifications and attachments) and that its proposal is made in accordance therewith.
    - Contractor has reviewed the RFP and has become familiar with the local conditions under which the scope of work is to be performed. The failure or omission of a Contractor to acquaint himself with existing conditions shall in no way relieve him of any obligation with respect to this proposal or any resulting contract.
    - Contractor's proposal is based on the terms, materials, services and obligations required by this RFP, without exception.

10. Failure to meet eligibility criteria at the time of execution of the contract may be grounds for eliminating a Contractor and making an award to another contractor that submitted a proposal.

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PROPOSAL EVALUATION

Proposals will be evaluated by members of a Technical Review Committee. Proposed start date should be planned for January 18, 2027. Proposals will be evaluated on the following criteria (100 maximum points):

1. Approach/Methodology (25 points) – Proposal describes the work to be performed, including procedures, timeline, and other pertinent information.

2. Experience (25 points) - Contractor has the experience in delivering similar projects. Contract lead and other assigned staff are experienced and have proper expertise to perform the proposed work.

3. Qualifications (25 points) – Contractor's onsite team is well qualified to perform the proposed work.

4. Cost (25) points) – Budget costs are reasonable and justifiable.

GOAA contemplates award of the contract to the Contractor with the highest total points. Note: GOAA reserves the right to re-advertise this RFP if an adequate number of responses is not received.

Notification of Award: It is expected that a decision selecting the successful contractor will be made within two (2) weeks of the closing date for the receipt of proposals. Upon conclusion of final negotiations with the successful contractor, all contractors submitting proposals in response to the RFP will be informed, in writing by email from Katie Wallace at Katie.Wallace@gulfalliance.org, of the name of the successful contractor.

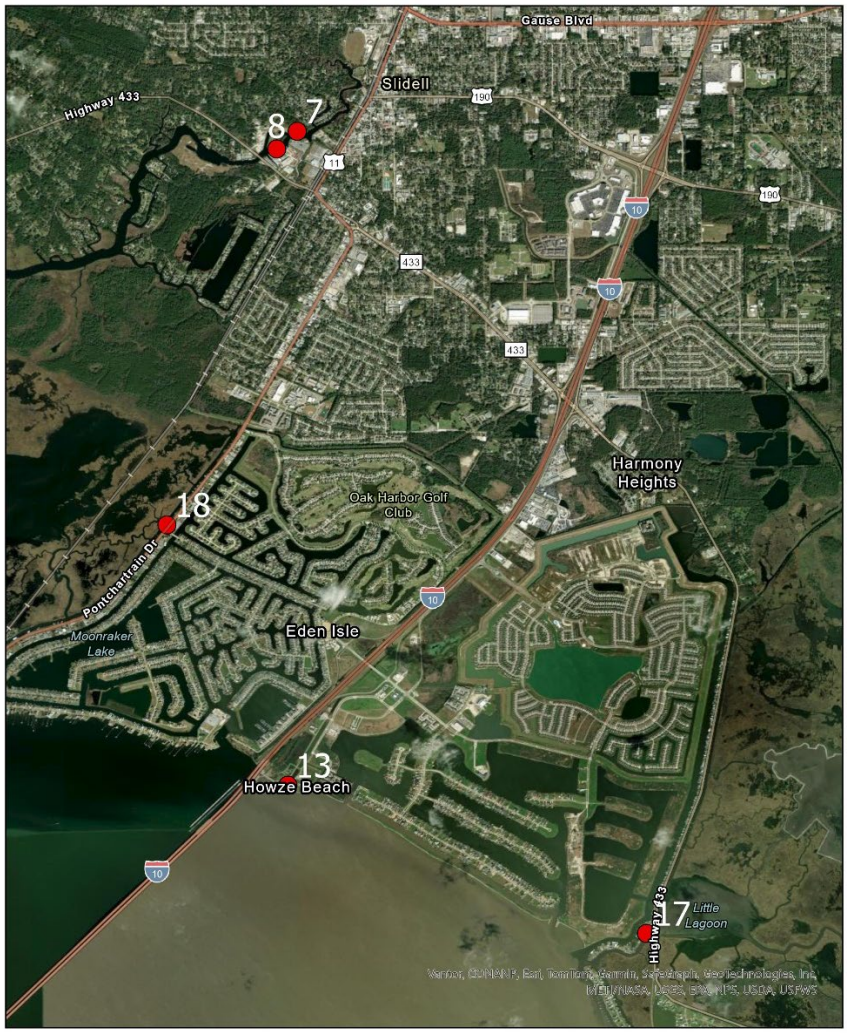
A Notice to Proceed shall be issued after the Contractor has executed the contract and has submitted acceptable Insurance Certificates as well as any other submittals specified within this Solicitation or the executed agreement. The contractor shall not commence work until it has received a written Notice to Proceed from GOAA.

The selected contractor shall not assign in whole or in part its duties under the contract without the prior written consent of GOAA. The contractor shall not assign any money due to it under the contract without prior written consent of GOAA. Nothing contained in any contract resulting from this Solicitation shall create any contractual relationship between any subcontractor and GOAA.

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ATTACHMENT A
LOCATION AND SITE CONDITIONS OF VESSELS TO BE REMOVED

Group B – Bayou Bonfouca



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Vessel FID: 7

Location: Bayou Bonfouca, Slidell, St. Tammany Parish

Coordinates: 30.2741685, -89.79000497

Description of vessel and location:
This project involves the removal and disposal of a 32’ fiberglass cabin boat with the registration ‘LA9320AX’. The vessel is decayed and partially submerged along a vegetated shoreline.

Status of Hazardous Materials: Unknown – should be determined by contractor

Status of Permitting: The vessel will likely require a Coastal Use Permit (CUP) from the Louisiana Department of Conservation and Energy. The permit will need to be applied for and obtained prior to removal.



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Vessel FID: 8

Location: Bayou Bonfouca, Slidell, St. Tammany Parish

Coordinates: 30.27242513, -89.79202528

Description of vessel and location:
This project involves the removal and disposal of a 30' long fiberglass sailboat with the vessel name 'Aerial 2'. The vessel is half sunk and decayed, along a vegetated shoreline.

Status of Hazardous Materials: Unknown – should be determined by contractor

Status of Permitting: The vessel will likely require a Coastal Use Permit (CUP) from the Louisiana Department of Conservation and Energy. The permit will need to be applied for and obtained prior to removal.



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Vessel FID: 13

Location: Lake Pontchartrain, St. Tammany Parish

Coordinates: 30.20999347, -89.79094223

Description of vessel and location:
This project involves the removal and disposal of a 45’ long fiberglass yacht. The vessel is decayed, along a riprap shoreline in a canal near 54115 E Howze Beach Road, Slidell.

Status of Hazardous Materials: Unknown – should be determined by contractor

Status of Permitting: The vessel will likely require a Coastal Use Permit (CUP) from the Louisiana Department of Conservation and Energy. The permit will need to be applied for and obtained prior to removal.



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Vessel FID: 17

Location: Salt Bayou, St. Tammany Parish

Coordinates: 30.195452, -89.75567805

Description of vessel and location:
This project involves the removal and disposal of a 30’ long fiberglass cabin boat. The vessel is starting to sink, along a vegetated shoreline/dock on Salt Bayou Rd, Slidell.

Status of Hazardous Materials: Unknown – should be determined by contractor

Status of Permitting: The vessel will likely require a Coastal Use Permit (CUP) from the Louisiana Department of Conservation and Energy. The permit will need to be applied for and obtained prior to removal.



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Vessel FID: 18

Location: Pontchartrain Dr, Slidell, St. Tammany Parish

Coordinates: 30.23554765, -89.80281287

Description of vessel and location:
This project involves the removal and disposal of a 15' long fiberglass skiff. The vessel is upside down on the bank of a vegetated shoreline, across the canal from 4555 Pontchartrain Dr, Slidell.

Status of Hazardous Materials: Unknown – should be determined by contractor

Status of Permitting: The vessel will likely require a Coastal Use Permit (CUP) from the Louisiana Department of Conservation and Energy. The permit will need to be applied for and obtained prior to removal.



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Attachment B

Prevailing Wage Determination for Laborers and Mechanics as Determined by the U.S. Secretary of Labor

"General Decision Number: LA20260005 05/18/2026

State: Louisiana

Construction Types: Heavy

Counties: Louisiana Counties of
Jefferson, Orleans, Plaquemines, St
Bernard, St Charles, St James, St John
the Baptist and St Tammany

Includes flood control, water & sewer lines, and water wells. Includes elevated storage tanks in all listed parishes except Plaquemines and St. James. E›

Modification Number	Publication Date
1	01/30/2026
2	05/18/2026

CARP0729-001 01/01/2025

	Rates	Fringes
MILLWRIGHT	$ 40.34	14.16

CARP1846-006 07/01/2024

	Rates	Fringes
CARPENTER (FORMBUILDING/FORMSETTING AND PILEDRIVERS)	$ 32.59	10.52

ELEC0130-005 12/01/2025

	Rates	Fringes
ELECTRICIAN: INCLUDING LOW VOLTAGE WIRING (JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JAMES, AND ST. JOHN THE BAPTIST PARISHES)	$ 36.00	16.66

ELEC1077-002 05/26/2025

	Rates	Fringes
ELECTRICIAN: INCLUDING LOW VOLTAGE WIRING (ST. TAMMANY PARISH)	$ 30.35	12.46

ENGI0406-018 07/01/2009

	Rates	Fringes
OPERATOR: POWER EQUIPMENT: MECHANIC	$ 23.31	6.70
OPERATOR: POWER EQUIPMENT: BULLDOZER	$ 21.26	6.70

PLAS0567-003 08/01/2022

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER (JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, AND ST. TAMMANY PARISHES)	$ 30.47	7.97

PLAS0812-003 01/01/2022

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER (ST. JAMES PARISH)	$ 31.83	5.90

PLUM0060-002 06/05/2023

	Rates	Fringes
PLUMBERS: EXCLUDING PIPE LAYING (JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JAMES (SOUTHEASTERN PORTION), ST. JOHN THE BAPTIST, AND ST. TAMMANY PARISHES)	$ 31.70	13.85

PLUM0198-005 12/08/2022

	Rates	Fringes
PLUMBER: EXCLUDING PIPE LAYING (ST. JAMES PARISH (NORTHWESTERN PORTION))	$ 32.42	16.50

SULA2004-007 05/13/2004

	Rates	Fringes
TRUCK DRIVERS: PICKUP	$ 12.25	0.00
TRUCK DRIVERS: DUMP	$ 11.01	0.00
POWER EQUIPMENT OPERATORS: OILER	$ 10.03	0.00
POWER EQUIPMENT OPERATORS: FRONT END LOADER	$ 13.89	0.00
POWER EQUIPMENT OPERATORS: DRAGLINE	$ 16.50	0.00
POWER EQUIPMENT OPERATORS: CRANE	$ 16.34	3.30
POWER EQUIPMENT OPERATORS: BACKHOE/EXCAVATOR	$ 14.42	0.00
PIPEFITTER (EXCLUDING PIPELAYING)	$ 17.52	4.51
LABORERS: MASON TENDER	$ 7.25	0.00
LABORERS: FLAGGER	$ 8.58	0.00
LABORERS: FENCE	$ 11.24	0.00
LABORERS: COMMON/LANDSCAPE	$ 9.88	0.00
LABORERS: (PIPELAYER)	$ 9.84	0.00

CARPENTER (ALL OTHER WORK).....$ 13.75 2.60

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to Executive Order 13658, the contractor must pay all covered workers at least $13.65 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract from May 11, 2026, through December 31, 2026. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than **SU**, **UAVG**, **SA**, or **SC** denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The **SU** identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted

average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

�SU wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The �SA identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the �SA identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

a) a survey underlying a wage determination
b) an existing published wage determination
c) an initial WHD letter setting forth a position on a wage determination matter
d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION

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"General Decision Number: LA20260007 05/18/2026

State: Louisiana

Construction Types: Heavy

Counties: Louisiana Counties of
Acadia, Allen, Ascension, Assumption,
Avoyelles, Beauregard, Bienville,
Bossier, Caddo, Calcasieu, Caldwell,
Cameron, Catahoula, Claiborne,
Concordia, De Soto, East Baton Rouge,
East Carroll, East Feliciana,
Evangeline, Franklin, Grant, Iberia,
Iberville, Jackson, Jefferson, Jefferson
Davis, La Salle, Lafayette, Lafourche,
Lincoln, Livingston, Madison, Morehouse,
Natchitoches, Orleans, Ouachita,
Plaquemines, Pointe Coupee, Rapides, Red
River, Richland, Sabine, St Bernard, St
Charles, St Helena, St James, St John
the Baptist, St Landry, St Martin, St
Mary, St Tammany, Tangipahoa, Tensas,
Terrebonne, Union, Vermilion, Vernon,
Washington, Webster, West Baton Rouge,
West Carroll, West Feliciana and Winn

Dredging projects along the Gulf Coast Area including the Mississippi River and its tributaries to the Ohio River

Modification Number	Publication Date
0	01/02/2026
1	05/18/2026

SULA1994-001 04/01/1994

	Rates	Fringes
WELDER (DREDGE UNDER 16"")	$ 16.85	0.00
WELDER (DREDGE 16"" AND OVER)	$ 16.85	0.00
TRUCK DRIVER (DREDGE 16"" AND OVER)	$ 16.85	0.00
THIRD ASSISTANT ENGINEER (DREDGE 16"" AND OVER)	$ 16.85	0.00
SHOREMAN (DREDGE 16"" AND OVER)	$ 16.85	0.00
SELF-PROPELLED HOPPER DREDGE, DRAG TENDER	$ 22.55	8.02
SECOND COOK (HYDRAULIC DREDGING)	$ 16.85	0.00
SECOND ASSISTANT ENGINEER (DREDGE 16"" AND OVER)	$ 16.85	0.00
OILER (DREDGE UNDER 16"")	$ 16.85	0.00
OILER (DREDGE 16"" AND OVER)	$ 16.85	0.00
MARSH BUGGY DRAGLINE, OPERATOR	$ 16.85	0.00
MARSH BUGGY DRAGLINE, OILER	$ 16.85	0.00
LEVERMAN (DREDGE UNDER 16"")	$ 16.85	0.00
LEVERMAN (DREDGE 16"" AND OVER)	$ 16.85	0.00
JANITOR, CABIN PERSON (HYDRAULIC DREDGING)	$ 16.85	0.00
HANDYMAN (HYDRAULIC DREDGING)	$ 16.85	0.00
FIRST COOK (HYDRAULIC DREDGING)	$ 16.85	0.00
FIRST ASSISTANT ENGINEER (DREDGE 16"" AND OVER)	$ 16.85	0.00
FIREMAN (DREDGE 16"" AND OVER)	$ 16.85	0.00
DREDGE TENDER OPERATOR (DREDGE UNDER 16"")	$ 16.85	0.00
DREDGE TENDER OPERATOR (DREDGE 16"" AND OVER)	$ 16.85	0.00
DOZER OPERATOR	$ 16.85	0.00
DERRICK OPERATOR	$ 16.85	0.00
DECKHAND (DREDGE UNDER 16"")	$ 16.85	0.00
DECKHAND (DREDGE 16"" AND OVER)	$ 16.85	0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to Executive Order 13658, the contractor must pay all covered workers at least $13.65 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract from May 11, 2026, through December 31, 2026. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than "SU", "UAVG", "SA", or "SC" denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The "SU" identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

"SU" wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The "SA" identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the "SA" identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

a) a survey underlying a wage determination
b) an existing published wage determination
c) an initial WHD letter setting forth a position on a wage determination matter
d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as

conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION

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REQUEST FOR PROPOSAL
Vessel Removal in Phase II, Group B: Bayou Bonfouca, St. Tammany Parish, Louisiana
RFP #122641

Attachment C

ENVIRONMENTAL BEST MANAGEMENT PRACTICES (BMPs) / PROJECT DESIGN CRITERIA (PDC) CHECKLIST FOR NOAA-FUNDED GOAA PROJECT IN LOUISIANA

Note: *This checklist will be provided to the selected contractor as a fillable form associated with the resulting award. This is included in this RFP for proposal estimation purposes only.*

ENVIRONMENTAL BEST MANAGEMENT PRACTICES (BMPs)
Award: Gulf of America Alliance (GOAA) – Coordinated Large Debris Removal

Time-of-Year Restrictions:

Restriction Time Frame	BMPs	Reasoning
March 1-May 31	Debris removal at upstream locations should be avoided. If seasonal avoidance is not operationally practical, sediment control and turbidity monitoring measures must be implemented. Prior to debris removal from streams, survey or otherwise account for the potential that fertilized sturgeon eggs could be located atop debris and removal could dislodge eggs in areas adjacent to the debris.	Avoid impacts to Gulf sturgeon during spawning season.
October 1-May 30	Do not operate vessels, machinery, or noisy equipment within 330 feet of potential bald eagle nest locations during bald eagle nesting season.	Avoid impacts to bald eagles during nesting season.

Important version note: See Section 6 for project-specific requirements to avoid impacts to Louisiana quillwort.

1. PERMITTING AND PERMISSIONS

- ☐ Coordinate where necessary with the appropriate state and federal management agencies when working within Big Branch Marsh National Wildlife Refuge (985-882-2000) and any other public lands or waters, including National Estuarine Research Reserves, State Aquatic Preserves, State Natural Areas, National Marine Sanctuaries, National Parks, National Wildlife Refuges, National Forests, and State Parks.[G]
- ☐ A U.S. Army Corps of Engineers (USACE) permit may be required if the activity involves dredging or excavation, the discharge of dredged or fill material, or structures / work impacting the navigability of a waterway. Contact the USACE New Orleans District Regulatory Division Western Evaluation Branch for specific federal permitting guidance at 504-862-2261 or visit https://www.mvn.usace.army.mil/Missions/Regulatory/.[G]
- ☐ A Scenic Rivers Permit is required for activities or uses that could have detrimental ecological impacts on designated Scenic Rivers. Scenic Rivers in the project area include the Tchefuncte River and its tributaries, Bayou Lacombe, Bayou Liberty, and West Pearl River. Contact the Louisiana Department of Wildlife & Fisheries (LDWF) for permit guidance at 225-765-2800 or visit https://www.wlf.louisiana.gov/page/scenic-rivers-permits.
- ☐ A Louisiana Department of Energy and Natural Resources (DENR) Coastal Use Permit (CUP) application is required for debris removal within waterways and wetlands in the Louisiana coastal zone if the project may impact coastal waters, such as any project involving dredge or fill. Contact the DENR Office of Coastal Management (OCM) Permits & Mitigation Division for specific state permitting guidance at 225-342-7591 or visit https://www.dnr.louisiana.gov/page/permits-mitigation-division.[G]
- ☐ If a water quality certification is required, the permitting agency (USACE) will send a copy of the application to Louisiana Department of Environmental Quality (LDEQ) for review and may provide instructions about how to proceed to the applicant if needed. For more information, contact LDEQ at 225-219-3590 or visit https://deq.louisiana.gov/page/quality-certifications.[G]

2. FIELD TRAINING

- ☐ All personnel associated with the project will be instructed about the potential presence of species and critical habitat protected by law and that there are civil and criminal penalties for harming,

harassing, or killing protected species. All on-site project personnel are responsible for observing activities for the presence of protected species and habitats. Protected species and habitats include all marine mammals, migratory birds, bald and golden eagles, and essential fish habitat (EFH), as well as critical habitat and species listed or proposed under the Endangered Species Act (ESA). To determine which protected species and critical habitat may be found in the project area, please review the relevant Protected Species Lists at: https://www.fisheries.noaa.gov/southeast/consultations/threatened-and-endangered-species-list-louisiana[1] and https://ecos.fws.gov/ecp/species-reports.[2]

- ☐ For all project types, all relevant personnel (e.g., vessel and equipment operators, monitors, crewmembers, volunteers) must be aware of the appropriate minimum distance that needs to be maintained with any protected species that may be encountered (Table 1). If a protected species is sighted, maintain the appropriate minimum distance when conducting any field activities. The operation of any vessel or deployed research or construction equipment must cease immediately if a protected species is observed within the minimum avoidance distance, and will not resume until the protected species has departed the area on its own.[1]
- ☐ Projects that involve diving must comply with the training and safety plan requirements in the "Abandoned and Derelict Vessel (ADV)/Debris Removal" section below (Section 5).[1]

TABLE 1. WILDLIFE PROTECTION REQUIREMENTS

Wildlife	Distance and Speed Restrictions
Manatees	50 feet[2] All work, equipment, and vessel operation should cease if a manatee is spotted within a 50-foot radius (buffer zone) of the active work area. Personnel should be encouraged to use sunglasses with polarized lenses to improve the likelihood of seeing manatees on and below the water's surface. After the manatee has left the buffer zone on its own accord (manatees must not be herded or harassed into leaving), or after 30 minutes have passed without additional sightings of manatee(s) in the buffer zone, in-water work can resume under careful observation for manatee(s).[2]
Other marine mammals (e.g., dolphins)	150 feet[1] Reduce speed to 10 knots or less when mother/calf pairs or groups of marine mammals are observed, when safety permits.[1]
Bird nest sites, nesting colonies, and roosting aggregations	500 feet[2]
Bald eagle nest locations	Do not operate vessels, machinery, or noisy equipment within 330 feet of potential bald eagle nest locations during bald eagle nesting season (Oct. 1-May 30).[2]

3. SITE ACCESS, PROTECTION, AND CLEANUP

- ☐ Field activities must occur only during daylight hours. If equipment must be left staged and lit overnight, lights will be masked or red lights will be used.[G]
- ☐ Avoid and minimize disturbance to wildlife, fisheries, and sensitive habitats (particularly wetlands, shorelines, and water bottoms) including all protected species and critical habitat. Personnel should coordinate, and work as closely together as is feasible, and limit repetitive transits to and from work areas, to minimize disturbance.[G]
- ☐ Minimize the disturbance footprint when removing marine debris. Personnel should coordinate, and work as closely together as is feasible, and limit repetitive transits to and from work areas, to minimize disturbance.[1, 2]
- ☐ Obey all exclusion fencing and signs established for the protection of wildlife and sensitive habitats.

For beaches with closed areas for nesting shorebirds, do not hang, lean, or pile any materials (e.g., backpacks, jackets, marine debris) within 10 feet (ft; 0.3 meters [m]) of the edge of the closed area.[1]

- [ ] Do not block major egress points in channels, passes, and bays to avoid disturbance to natural coastal processes.[2]
- [ ] All trash resulting from project activities will be removed from the area as appropriate or disposed of properly in covered trash receptacles. Use animal-proof waste containers to minimize attraction of non-native predators to beach areas. The project lead will ensure that all closed loops (e.g., packing straps, rings, bands, etc.) will be cut prior to disposal and will secure all ropes, nets, and other marine mammal entanglement hazards so they cannot enter marine waters.[1]
- [ ] Debris shall be properly disposed of in appropriate facilities in accordance with applicable Federal, state, local, and/or territorial requirements. All bagged debris from the removal site will be removed before departing each day to minimize wildlife interactions and possible loss of collected debris. If operationally necessary, debris can be secured and stored at a higher elevation staging area and removed at a later date.[1]
- [ ] Where equipment or crews must access marine debris sites in or across sensitive habitats, use shallow draft vessels, specialized equipment with low pressure/flotation tires or tracks, equipment mats, walk boards, or other comparable methods to minimize disturbance, including equipment and foot traffic, as applicable. Paths may be outlined with caution tape or other barriers to guide foot or equipment traffic across the most appropriate route. Creating and using a single well-mapped out trail is also advised for the clean-ups, partly to keep volunteers from causing widespread trampling on the marsh and also for the volunteers to avoid hazards. Negative impacts from trampling will be minimized by using trails a single time rather than causing extensive damage through use in multiple clean-ups.[1]
- [ ] Temporary stakes/buoys (with appropriate lines, see entanglement below) shall be used to mark the ingress/egress path, if applicable, to assist in staying on course and to avoid the areas with the greatest extent and quality of sensitive habitats.[1]
- [ ] Ingress and egress corridors for vehicle and equipment operations and debris removal should minimize impact to natural habitats. Care should be taken to restrict equipment/vehicles to roadways and roadbeds and away from vegetated or other sensitive areas.[2]
- [ ] In shoreline and shallow nearshore areas with sensitive habitats, consider land-side access and removals from roads, bulkheads, or other developed or disturbed areas for marine debris removal, where feasible.[1]
- [ ] Equipment and material staging areas should be located outside of areas of native vegetation and known endangered species habitats.[1, 2]
- [ ] Where possible, equipment should be operated from existing hard top or impacted sites to remove marine debris from natural habitats. Personnel access sites from the upland and pick up debris using BMPs to minimize damage to marsh platforms.[1, 2]
- [ ] Fueling of project-related vehicles and equipment should take place away from the aquatic environment and a contingency plan to control petroleum products accidentally spilled during the project should be developed. The plan should be retained on site with the person responsible for compliance with the plan. Absorbent pads and containment booms should be stored on-site to facilitate the clean-up of accidental petroleum releases.[2]
- [ ] Equipment will be properly washed before bringing it to the removal site, and equipment will be in proper working order; equipment that is prone will be encased or enclosed when necessary.[1]
- [ ] All project construction-related materials and equipment (dredges, vessels, backhoes, silt curtains, etc.) to be placed in an aquatic environment should be inspected for pollutants including, but not limited to; marine fouling organisms, grease, oil, etc., and cleaned to remove pollutants prior to use. Project related activities should not result in any debris disposal, non-native species introductions, or attraction of non-native pests to the affected or adjacent aquatic or terrestrial habitats. Implementing both a litter-control plan and a Hazard Analysis and Critical Control Point plan (HACCP – see https://www.fws.gov/media/haccp-hazard-analysis-and-critical-control-point-planning-

prevent-spread-invasive-species) can help to prevent attraction and introduction of non-native species.[2]

- [ ] To avoid transport of diseased or invasive organisms between sites, or to ensure invasive species are not introduced to new, uncolonized areas, appropriate measures based on scientific protocols must be taken. Equipment must be cleaned to ensure no biofouling is present (e.g., scraping, treating surface with a mild bleach solution, storing removed species in a safe location to decompose, by freezing materials for 48 hours). Diving gear must be rinsed in a bleach solution at the end of each day in the field, and vessels and all gear sanitized before each departure from port. Only disinfected equipment and gear shall be transported between a point of origin to destination and return. Clothing and soft gear brought ashore from a vessel must be decontaminated, or new clothing or soft gear used on the next mission.[1]

4. VESSEL OPERATIONS

- [ ] Vessel and crew safety should never be compromised.[1]
- [ ] Every vessel shall, at all times, proceed at a safe speed so that proper and effective action can be taken to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions (33 CFR § 83.06 Safe speed [Rule 6]).[1]
- [ ] All vessels will follow marked channels and/or routes using the maximum water depth whenever possible.[1]
- [ ] Vessels shall operate at "Idle Speed/No Wake" at all times while operating in shallow water depths where the draft of the vessel provides less than a 4-ft clearance from the bottom, and after a protected species has been observed in and has departed the area.[1]
- [ ] When weather conditions reduce visibility to 1 mile or less, reduce vessel speed to 10 knots or less.[1]
- [ ] Maintain a watch for protected species at all times while underway. All vessel operators must watch for and avoid collision with species protected under the ESA and the Marine Mammal Protection Act (MMPA) and maintain the appropriate minimum distance (and speed) for any animals that are sighted (refer to Table 1). Vessel operators must avoid potential interactions with protected species, follow approach regulations, and operate in accordance with the NOAA Marine Life Viewing Guidelines.[1]
- [ ] The vessel operator and crew will maintain a vigilant watch for all protected species and slow down or stop or alter course of the vessel, as appropriate and regardless of vessel size, to avoid striking any protected species during activities as well as transits. A visual observer aboard the vessel will monitor a vessel strike avoidance zone around the vessel (refer to Table 1) to ensure the potential for vessel strike is minimized, according to the parameters stated below.[1]
- [ ] Visual observers monitoring the vessel strike avoidance zone can be either third-party protected species observers or crewmembers, but crewmembers responsible for these duties will be provided sufficient training or have sufficient expertise to distinguish protected species from other phenomena and broadly to identify a protected species to broad taxonomic group (e.g., as a large whale or other marine mammal).**[1]**
- [ ] The operation of any vessel or deployed research or construction equipment must cease immediately if a protected species is observed within the minimum avoidance distance (Table 1), and will not resume until the ESA-listed species has departed the area on its own.**[1]**
- [ ] If a protected species is sighted while on a vessel, the vessel operator must take action as necessary to maintain an appropriate minimum separation distance (Table 1). While the vessel is underway, if a protected species approaches to within the minimum avoidance distance or enters the pathway of the vessel, the vessel operator must reduce speed and shift the engine to neutral, not engaging the engines until the animal(s) is clear of the vessel's path and the appropriate minimum separation distance has been established. If the vessel is stationary, the vessel operator will not engage engines until the animal(s) has moved out of the vessel's path and beyond the relevant separation distance. This does not apply to any vessel towing gear or any vessel that is navigationally constrained.[1]
- [ ] If mother and calf pairs or large groups of cetaceans (e.g., dolphins) are observed near the vessel,

the vessel will attempt to route around the animals (from behind), maintaining the appropriate minimum distance (Table 1).[1]

- [ ] When protected species are sighted while the vessel is underway (e.g., bow-riding), attempt to remain parallel to the animal's course. Avoid excessive speed or abrupt changes in direction until the animals have left the area.[1]
- [ ] Move away from animals at the first sign of disturbance or agitation.[1]
- [ ] Vessel operators must avoid work vessel grounding; prop, bow, keel, and skeg scarring; and prop washing in sensitive habitats, especially locations with marshes, tidal flats, oyster beds, mangroves, or other sensitive habitats (and must be qualified to do so).[1]
- [ ] Vessel operators must avoid anchoring/spudding on marshes, oyster beds, or other sensitive habitats (and must be qualified to do so). Anchor and spud on bare sand and mud bottoms whenever possible.[1]
- [ ] Use existing mooring buoys instead of anchors when possible.[1]
- [ ] Ensure engines are well maintained to avoid release of petroleum products in sensitive areas.[1]

5. ABANDONED AND DERELICT VESSEL (ADV)/DEBRIS REMOVAL

- [ ] All personnel (including divers and snorkelers) will maintain appropriate distance from protected species (Table 1). Move away from animals at the first sign of disturbance or agitation.[1, 2]
- [ ] Removal of marine debris shall require visual confirmation (e.g., observation and assessment, including use of divers, swimmers, sonar, or cameras when applicable) that the item can be removed without causing further damage to natural resources.[G]
- [ ] Marine debris removal activities should be accomplished with the fewest personnel and smallest number and size of equipment needed to minimize disturbance of habitat (especially when working within critical habitats). Hand crews should be used where possible to further minimize the use of equipment. Do not use in-water explosives.[1, 2]
- [ ] Cutting up or otherwise disassembling large debris in place into smaller pieces for removal, in part or whole, using less intrusive equipment or hand crews when applicable, shall be considered, to avoid and minimize sensitive habitat impacts. If marine debris cannot be removed without causing harm to surrounding habitat (especially critical habitat or EFH), the item will be disassembled as much as practicable so that it no longer can accidentally harm or trap species.[1]
- [ ] When larger marine debris (or larger volumes of debris) are collected from debris piles on less developed lands, natural shorelines, in mangroves, or other forested areas, the debris piles will be lightly disturbed and/or small portions removed first, to allow any protected species hiding in the debris to escape. Consider having a monitor stationed to alert the equipment operator if ESA-listed species are observed.[1]
- [ ] The removal of healthy trees to remove embedded debris will be avoided or minimized (avoid removal of mangroves).[1]
- [ ] Qualified personnel must take appropriate measures to remove to the maximum extent practicable all materials that may potentially degrade the marine environment, including emptying and flushing all fuel lines and tanks, and removing other pollutants and readily detachable material from the hull.[1]
- [ ] An absorbent blanket or boom shall be immediately deployed on the surface of the water around any marine debris to be removed if fuel, oil, or other free-floating pollutants are anticipated or observed during the work. If reportable quantities of fuel, oil, or pollutants are released to the environment during removal operations, a National Response Center (NRC; 1-800-424-8802) report shall be filed with the U.S. Coast Guard (USCG).[1]
- [ ] Prior to hoisting, refloating, and removing large marine debris, crews shall evaluate the immediate area and determine an ingress/egress path that will have the least impact on sensitive habitats. This shall include using divers or snorkelers when applicable, particularly in oyster reef habitat. Review of habitat maps, bathymetric charts, aerial photography, remote sensing images, and/or other appropriate data shall also be used as available and applicable.[1]

- [ ] Marine debris shall be lifted straight up and not dragged through or onto marshes, oyster reefs, or other sensitive habitats.[G]
- [ ] Marine debris items will be hoisted or refloated. Use of lift bags, rollers, equipment mats, and other methods will be evaluated to minimize impacts, such as bottom scarring and soil rutting and compaction. Minimize the impact footprint of heavy equipment by working from one location by grappling, hoisting, or lifting marine debris.[1]
- [ ] Impacts to hard-bottom will be avoided or minimized (defined as nearshore and surf-zone, low-profile hard bottom outcroppings).[1]
- [ ] Avoid and minimize digging, excavation, jetting, use of pump hoses on sediments, and similar methods in and/or near sensitive habitats. If such methods must be used, turbidity barriers will be deployed, even when working on bare sand and mud bottoms (see turbidity control measures, below). When using these methods, permits may be required (see permitting and permissions above).[1]
- [ ] Turbidity must be monitored and controlled, especially in sensitive areas, such as oyster beds. Monitoring turbidity should be done during multi-day work and may include measuring nephelometric turbidity unit.[1]
- [ ] Turbidity control measures:
    - [ ] Turbidity and siltation from project-related work should be minimized and contained within the project area by turbidity control measures, if applicable, and curtailing work during flooding or adverse tidal and weather conditions. BMPs should be maintained for the life of the construction period until turbidity and siltation within the project area is stabilized. All project construction-related debris and sediment containment devices should be removed and disposed of at an approved site.[2]
    - [ ] Prior to in-water work, install floating turbidity barriers with weighted skirts that extend to within 1 ft of the bottom around all work areas that are in, or adjacent to, surface waters. Use these turbidity barriers throughout construction to control erosion and siltation and ensure that turbidity levels within the project area do not exceed background conditions (i.e., the normal water quality levels from natural turbidity). Monitor and maintain turbidity barriers in place until the authorized work has been completed and the water quality in the project area has returned to background conditions.[1]
- [ ] Projects that include upland earth moving must install sediment control barriers to prevent upland sediments from reaching estuarine or marine waters; in addition, turbidity curtain requirements cannot be waived for any in-water project that moves or removes sediments (note that USACE and/or DPNR permits may also be required in such instances; see above). If turbidity curtains are not feasible based on site conditions such as currents or high wave action, additional NMFS ESA consultation may be required.[1]
- [ ] The operation of any vessel or deployed research or construction equipment must cease immediately if a protected species is observed within the minimum avoidance distance (Table 1), and will not resume until the species has departed the area on its own.[1]
- [ ] If the detection of species is not possible during certain weather conditions (e.g., fog, rain, wind), then in-water operations will cease until weather conditions improve and detection is again feasible.[G]
- [ ] Entanglement:
    - [ ] All turbidity curtains, hard and sorbent booms, and other in-water equipment must be made of, and properly secured with, materials that reduce the risk of entanglement of marine species. In-water lines (rope, chain, and cable, including the lines to secure turbidity curtains and boom) must be stiff, taut, and non-looping. Examples of such lines are heavy metal chains or heavy cables that do not readily loop and tangle. Flexible in-water lines, such as nylon rope or any lines that could loop or tangle, must be enclosed in a plastic or rubber sleeve/tube to add rigidity and prevent the line from looping and tangling. In all instances, no excess line is allowed in the water.[1]
    - [ ] Avoid deploying anchored items that do not employ stiff, taut, and non-looping anchor

lines.[1]

- [ ] Turbidity curtains, booms, and other in-water equipment must be placed in a manner that does not entrap species within the construction area, or block access for them to navigate around the construction area, or block species entry to or exit from designated critical habitat.[1]
- [ ] Equipment should be monitored to avoid entrapping manatees or impeding their movement.[2]

- [ ] Projects that involve the use of SCUBA are required to have a safety plan in place before any in-field work takes place.[1]
- [ ] If SCUBA and/or other use of compressed gas are required as a breathing medium (e.g., surface supplied air), ensure that divers are trained to a level commensurate with the type and conditions of the diving activity being undertaken to be capable of exhibiting responsible dive practices to not injure divers, marine organisms, or cause unnecessary habitat impacts. The recipient organization must have the capacity (appropriate insurance, safety policies, etc.) to oversee all proposed diving activities. All applicable Federal, state, and local laws and regulations pertaining to the type of diving being undertaken must be met. All diving activities must meet, or be specifically exempted from, the Occupational Safety and Health Administration (OSHA) guidelines. Assuming all other relevant safety conditions are satisfied, divers that are not advanced divers may perform simple activities, such as underwater surveys and removal of light objects. Advanced divers are divers with advanced diving training for the proposed tasks and in compliance with OSHA guidelines. Activities that will be performed only by advanced divers include but are not limited to the following:
  - [ ] Moving or lifting heavy objects, or using hand tools, weighing more than 25 pounds underwater.[1]
  - [ ] Performance of underwater tasks requiring substantial physical exertion.[1]
  - [ ] Use of lift bags.[1]
  - [ ] Underwater removal of potentially entangling debris, such as nets, crab or lobster pots, or fishing line.[1]
- [ ] Snorkeling activities are similarly restricted in that snorkelers will complete only simple activities, such as surveys and removal of light, non-entangling objects unless they receive specialized training.[1]
- [ ] During diving and snorkeling, efforts shall be taken to reduce disturbance to protected species and habitat.
  - [ ] Divers and snorkelers will maintain buoyancy control and exhibit responsible dive practices such that they conduct activities in a safe manner, do not injure themselves or marine organisms, and do not cause unnecessary habitat impacts, especially to sensitive habitats such as oyster reefs.[1]
  - [ ] Divers will secure all equipment so that it cannot drag or snag on sensitive habitats.[1]
  - [ ] Divers will minimize sediment disturbance due to their presence of use of equipment.[1]

State Historic Preservation Office (SHPO) Section 106 National Preservation Act

- [ ] Cease all activities involving subsurface disturbance and immediately contact the SHPO (225-342-8200) if prehistoric/historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time (and leave all artifacts in place). Marine debris removal activities shall not resume without verbal and/or written authorization. In the event unmarked human remains are encountered during marine debris removal activities, stop all work immediately and contact the SHPO and local law enforcement.[3]

6. OTHER WILDLIFE-SPECIFIC BMPS

Freshwater Turtle Measures

- [ ] Do not remove more than half of woody debris from river bottoms. To preserve habitat for adult alligator snapping turtles, allow any debris being removed to float downstream or replace it in the stream or river once construction is complete. If removing snags is necessary, pull up from above water instead of digging out.[2]
- [ ] Avoid excessive piling of debris on stream bank.[2]

- [ ] Minimize removal of trees and brush on bank adjacent to waterbodies.[2]
- [ ] Maintain existing bank slope.[2]

Bird Measures

- [ ] Do not disturb foraging or roosting shorebirds, especially eastern black rails, which may be present year-round (nesting April – August).[2]
- [ ] As possible, avoid and minimize disturbance to extremely shallow water (<5 cm depth) and densely vegetated marsh grass habitat where eastern black rails may occur. [2]
- [ ] Keep vehicle and foot traffic out of extremely shallow water and densely vegetated marsh grass (even when birds are not present) when possible. Maintain the recommended buffers for the duration of the work activities even if the birds depart or relocate. Temporary markers such as flags or stakes can be used to identify locations so they can be avoided. Follow existing/established travel and access corridors and maintain slow speeds to allow birds to disperse to refugia. [2]
- [ ] Designate shoreline access points, staging areas, waste collections areas, and travel corridors away from known shorebird foraging and roosting areas and keep all personnel, vehicles, and equipment within those designated corridors to minimize disturbance to birds and beach topographic alterations.[2]
- [ ] Avoid deliberately flushing birds. If birds are flushed, calling loudly, acting alarmed, etc., move away from the area and observe a larger buffer distance to avoid and minimize disturbance.[2]
- [ ] Prevent increase in lighting of native habitats during the bird breeding season (January – December).[2]
- [ ] Incidental take (i.e., unintentional take from an otherwise lawful activity) of migratory birds cannot be permitted. The best way to avoid incidental take and comply with the Migratory Bird Treaty Act is to avoid vegetation clearing, ground disturbance, and other site construction activities during the nesting season (January – December).[2]
- [ ] Avoid and minimize disturbance to seabird and water bird nesting sites and colonies, migratory and wintering shorebird concentrations, bird roosting sites, and other bird aggregation areas. Smaller offshore islands and shoreline areas may be nesting or roosting sites. Do not enter sites with active bird nesting colonies or roosts and maintain a minimum 500 ft buffer from nest sites, nesting colonies, and roosting aggregations. If birds are flushed, move away from the area and observe a larger buffer distance. If marine debris removal or research activities are likely to disturb nesting birds, contact USFWS (337-291-3100) and the State for further guidance.[2]
- [ ] Personnel should be aware that bald eagles occur in the project area and are protected by the Bald and Golden Eagle Protection Act. Do not operate vessels, machinery, or noisy equipment within 330 ft of potential bald eagle nest locations during bald eagle nesting season (Oct. 1-May 30). If bald eagles may be disturbed or impacted, additional coordination with USFWS under the Bald and Golden Eagle Protection Act (BGEPA) may be required. Contact USFWS (404-679-7070) with any questions regarding potential impacts to bald eagles.[2]

Gulf Sturgeon Measures

- [ ] Debris removal at upstream locations should occur outside of the Gulf sturgeon spawning season (March - May) if possible, to mitigate any risk of sedimentation flowing downriver over fish eggs/larvae. If seasonal avoidance is not operationally practical, sediment control and turbidity monitoring measures must be implemented.[1]
- [ ] Debris removal during Gulf sturgeon spawning season (March - May) at stream locations must survey or otherwise account for the potential that fertilized eggs could be located atop debris and removal could dislodge eggs in areas adjacent to the debris.[1]

Louisiana Quillwort Measures

- [ ] The project will be planned to minimize disturbance to Louisiana quillwort and habitat suitable for Louisiana quillwort. For work activities in the Pearl River basin, along the Tchefuncte River, or along Bayou de Zaire, if vegetation must be disturbed or is likely to be disturbed during the course of a

removal effort, a botanical survey will first be conducted to document any Louisiana quillwort in the area of potential disturbance. If the species is found, maintain a sufficient buffer distance to ensure that no impacts to Louisiana quillwork will occur. Temporary markers such as flags or stakes can be used to identify locations where activities are not permitted.[2]

7. REPORTING REQUIRMENTS

- ☐ For all activities funded through a grant, contract, formal in-kind contributions, or carried out by NOAA, there are regular progress reporting requirements tied to the work. Such reports must include a summary of all in-water and on-shore activities associated with the project, and (if applicable) the results of any protected species monitoring conducted during the reporting period. With regards to reporting about interactions with ESA-listed or proposed species, reports at minimum will include: the date and time of animal observations, geographic coordinates of animals at their closest approach to the project site, species, numbers; age/size/sex categories (if determinable), and group sizes; number of animals observed (by species), and; observed animal distribution, behaviors and movement types versus project activity at time of observation. Documentation of implementation of these BMPs and any issues with their implementation will also be part of required project reports. Resource agencies may require similar or additional reporting parameters, which will be in addition to and incorporated into the regular progress reporting requirements.[1]
- ☐ Any interaction with an ESA-listed or proposed species or critical habitat, or sighting of an injured, trapped, entangled, stranded, or dead ESA animal must be reported to NOAA Fisheries Southeast Regional Office Protected Resources Division (727-824-5312), along with the resource and location specific contacts listed below (Table 2). All NOAA MDP-funded partners must also inform their NOAA MDP Technical Monitor about any ESA-listed or proposed species interactions as soon as possible.[1]
- ☐ If reportable quantities of fuel, oil, or pollutants are released to the environment during removal operations, an NRC report shall be filed with the USCG (1-800-424-8802).[1]
- ☐ Cease all activities involving subsurface disturbance and immediately contact the SHPO (225-342-8200) if prehistoric/historic artifacts are encountered at any time (and leave all artifacts in place).[3]

TABLE 2. REPORTING REQUIREMENTS AND RESOURCES

Scenario or Resource	Reporting Requirements
Protected species is observed exhibiting normal behavior	No reporting requirement. If operationally feasible, you may choose to include details of the observation in your routine progress reporting to NOAA. Such things may include: a summary of the work you were doing at the time of observation, the date and time of animal observation, geographic coordinates of animals at their closest approach to the project site, species, numbers; age/size/sex categories (if determinable), and group sizes; number of animals observed (by species), and; observed animal distribution, and behaviors and movement types.[1]
Collision with and/or injury to a protected species or critical habitat during project activities	Report the incident as soon as possible to the NOAA Office of Law Enforcement (985-259-2060), the NOAA Fisheries Southeast Regional Office Protected Resources Division (PRD; takereport.nmfsser@noaa.gov; 727-824-5312), and the resource-specific contacts below.[1]
Sighting of an injured, trapped, entangled, stranded, or dead marine mammal, or other protected species	Notify the NOAA Fisheries Southeast Regional Office PRD (727-824-5312) as well as the resource-specific contacts below. Personnel may be required to remain on-site until stranding personnel arrive. To aid agencies in determining how to respond to a stranded animal, take photos if possible and note the date/time, location of animal, species and number of stranded animals, description of the stranded animal's condition, event type (e.g., entanglement, dead, floating), and note the behavior of the animal if it is still alive. Contact information is also available from the NMFS *Report a Stranded or Injured Marine Animal* website.[1]

Scenario or Resource	Reporting Requirements
Manatee sightings	Collisions with, injury to, or sightings of manatees should be immediately reported to the USFWS's Louisiana Ecological Services Office (337-291-3100) and the Louisiana Department of Wildlife and Fisheries, Natural Heritage Program (225-765-2821). Please provide the nature of the call (i.e., report of an incident, manatee sighting, etc.); time of incident/sighting; and the approximate location, including the latitude and longitude coordinates, if possible. See marine mammal resources below for additional contacts.[2]
Marine mammal sightings	Immediately report sick, stranded, injured, trapped, entangled, or dead animals to the NOAA Fisheries Southeast Marine Mammal Stranding Hotline (877-WHALE HELP or 877-942-5343), the Louisiana Marine Mammal Stranding Hotline (504-235-3005), and the Marine Mammal Stranding Coordinator (727-824-5312). Notify the U.S. Coast Guard immediately via VHF Channel 16 (for marine mammals, if encountered at sea). You can also use NMFS's Dolphin and Whale 911 app to report a stranded marine mammal (iOS only).[1]
Sea turtle sightings	Upon locating a sick, stranded, injured, trapped, entangled, disoriented, or dead animal, or if a sea turtle nest is inadvertently excavated or otherwise disturbed, immediately cease all work and notify the Louisiana Sea Turtle Stranding and Salvage Network (844-SEA-TRTL or 844-732-8785).[1]
Sturgeon sightings	Report dead sturgeon to 844-STURG 911 (844-788-7491) and/or email nmfs.ser.sturgeonnetwork@noaa.gov.[1]
Smalltooth sawfish sightings	Report smalltooth sawfish encounters to (844) 4SAWFISH or (844) 472-9347.[1]
Reportable quantities of fuel, oil, or pollutants are released to the environment during field operations	File a National Response Center (NRC) report with the US Coast Guard by calling 800-424-8802. The NRC is an emergency call center that fields initial reports for pollution incidents and forwards that information to appropriate Federal/state agencies for response.[1]
Prehistoric/historic artifacts are encountered	Cease all activities involving subsurface disturbance and immediately contact the SHPO (225-342-8200) if prehistoric/historic artifacts are encountered at any time (and leave all artifacts in place).[3]

---end—

Footnotes

- [G] General BMP
- [1] NOAA National Marine Fisheries Service (NMFS) Endangered Species Act (ESA), Marine Mammal Protection Act (MMPA), Essential Fish Habitat (EFH)
- [2] US Fish and Wildlife Service (USFWS) Endangered Species Act (ESA), Migratory Bird Treaty Act (MBTA), Marine Mammal Protection Act (MMPA), and Bald and Golden Eagle Protection Act (BGEPA)
- [3] State Historic Preservation Office (SHPO) Section 106 National Historic Preservation Act

Sources: Primary sources for this document were the NMFS Programmatic Biological and Conference Opinion on National Oceanic and Atmospheric Administration Marine Debris Program Activities (2025); the NOAA Louisiana Marine Debris Emergency Response Guide: Comprehensive Guidance Document (2021); the NMFS Guidance for Endangered Species Act (ESA) Emergency Consultations for Hurricane Response Activities in the Southeast United States (2019); the USFWS Louisiana Standard Manatee Conditions for In-Water Activities (undated); the USFWS Avoidance Measures for Piping Plover and Red Knots during Shoreline Activities in Louisiana (undated); the USFWS Black Rail Conservation Recommendations (2019); the NMFS Programmatic EFH Consultation for NOAA MDP Activities (2015); the NOAA MDP Programmatic Environmental Assessment (2013); the USFWS National Bald Eagle Management Guidelines (2007); recent NOAA MDP environmental consultations for similar works from 2018-2025; and discussions and consultations with USFWS, NMFS PRD, NMFS HCD, and state agency offices.