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850-487-3796
850-921-5786 FAX

*Managing fish and wildlife
resources for their long-term
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620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: 850-488-4676

Hearing/speech-impaired:
800-955-8771 (T)
800-955-8770 (V)

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DATE: JUNE 19, 2026

ADDENDUM NO.: 1

BID NO.: FWC 25/26-84

BID TITLE: **DERELICT, AT-RISK/PUBLIC NUISANCE, MIGRANT, AND
VTIP VESSEL REMOVAL AND DISPOSAL**

UPDATE: QUESTIONS AND ANSWERS

The enclosed addendum has been issued for consideration in the preparation of your response to the Florida Fish and Wildlife Conservation Commission's (FWC) Solicitation No. FWC 25/26-84, "**Derelict, At-Risk/Public Nuisance, Migrant, and VTIP Vessel Removal and Disposal**".

All responses to the subject solicitation must be received no later than 1:30 PM (ET) on Tuesday, July 21, 2026.

A response received after the exact time specified will not be considered. Failure to file a protest within the time prescribed in Section 120.57(3), Florida Statutes (F.S.), or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120, Florida Statutes. Written notices, formal requests and proceedings must conform with the requirements set forth in Chapter 28-110, Florida Administrative Code (F.A.C.). Protests must be filed with the Purchasing Office, Fish and Wildlife Conservation Commission, 1875 Orange Avenue East, Tallahassee, Florida 32311-6160 within the time prescribed in Section 120.57(3), F.S. and Chapter 28-110, F.A.C.

Sincerely,

Joshua Stringer
FWC Procurement Manager

BEGIN ADDENDUM

QUESTION #1

I see the on water towing is not lumped into one category of Basic Cost of Vessel Removal. In the previous bids program the on water towing was based on per hour now under this new bid packet it's per foot. How can a contractor calculate a towing rate per foot when each vessel is a different size and distance? For example North Central Region consists of Counties that cover the Atlantic Coast and the Gulf Coast. There would be no way to calculate on water towing per foot if a contractor would be mobilizing from the Gulf coast to the Atlantic or vice versa at a per foot rate.

ANSWER #1

The Basic Cost of Vessel Removal includes pricing for On Water Towing as well as Land Based Transport, Hazmat Removal, Emergency Environmental Cleanup and Disposal of Product, Black and Grey Water Removal, Fuel Removal and Disposal, Offloading from Vehicle or Marina Lifting from Water. Your pricing must include all of these elements should they be needed within that specific region. These items will no longer be broken out into separate line items. Please use your best judgement on estimating all possible scenarios when establishing your pricing structure. Project Awards will be based on RFQ submissions as long as the pricing does not exceed the RFP pricing structure as submitted on RFP response.

QUESTION #2

Are the awarded RFP's from previous qualified vendors public record and if they are, how do we access them?

ANSWER #2

You would need to do a public records request. The awarded bid tab for the previous RFP is available on the Vendor Information Portal. You can search by the previous RFP Agency Advertisement number FWC 21/22-75.

QUESTION #3

How to we review awarded RFQ's for completed projects?

ANSWER #3

You would need to do a public records request for specific RFQs that have been completed and not currently in solicitation. Once a project has been completed, the RFQ is public record and available through formal request. An award letter is also sent to all bidding vendors for an RFQ once the

RFQ has been awarded. This will detail all quotes received, the bidding vendor and the total that that vendor bid on that specific RFQ.

QUESTION #4

Are you able to provide the cost sheets for the awarded vendors from the previous solicitation?

ANSWER #4

You would need to do a formal public records request for these.

QUESTION #5

To clarify my previous question, we are able to locate the RFQ's and award data up until November of 2022. How do we access the RFQ's and award data for the vessels that have been completed from January 2023 to present?

ANSWER #5

RFQ solicitations for FWC direct removals began after November of 2022. For RFQs from January 2023 to present, you would need to make a formal public records request for these.

QUESTION #6

As we prepare our response to the FWC Derelict Vessel Removal RFP, I want to confirm our understanding of Attachment H before completing the cost sheets for each region.

Two questions:

1. As an example, for a vessel requiring multiple services (e.g., a sunken 26'–31' metal vessel requiring removal, disposal, and crane/barge), are the applicable per-foot line items additive — meaning each applicable rate is summed to arrive at a total per-foot charge for that vessel?
2. Are the column totals (Years 1–4) calculated by summing all line items across all categories within that column, with the four column totals then added together for the region's grand total?

ANSWER #6

1. If you intend to use a barge and crane, cut steel vessels or complete any other type of service, you must list pricing for that service on your RFP response in order to charge for and complete that services on each future RFQ.

On your RFP response, you will total the entire row to the right for a grand total in the last column on the right for 4 years. You will total each row to the right and each column to the bottom. The grand total in the bottom right hand corner will give us your maximum pricing for each region.

On your RFQ responses, you will only select the line items applicable to that specific vessel on that specific project. You may bid below your maximum pricing for each line item on your bid for each vessel, but you may not go over the maximum pricing that you listed on your RFP response.

2. **Yes, that is correct.** (Add totals for Column A + B + C + D) = Regions Grand Total
Initial year = A, Renewal Year 1 = B, Renewal Year 2 = C, Renewal Year 3 = D. This is the total for 4 years.

QUESTION #7

I haven't noticed any wording or requirements for a scenario of vessel storage. Is that something that is not foreseeable? We prefer not to store derelict vessels, but we have had these requests from some municipalities before and there is a cost to this. I wanted to know if that would be something to include in this, or that would be on a case-by-case basis to be quoted at the time of an RFQ?

ANSWER #7

Storage of vessels would be on a case-by-case basis and may only occur if approved by the FWC Contract Manager. This only happens in exigent circumstances as FWC discourages the use of storage in removal, destruction and disposal projects.

QUESTION #8

Subcontractor Roles:

Section 2.2 states that teaming agreements are not permitted for a single response, but subcontracting is permitted per Attachment D. Can the Commission clarify the range of services that may be performed by approved subcontractors? Specifically, may a subcontractor serve as the primary point of contact for community coordination, agency liaison, and documentation/reporting services under an awarded project?

ANSWER #8

No, the contractor submitting their response to this RFP must be the primary contact for community coordination, agency liaison, and documentation/reporting services under an

awarded project. A subcontractor may only be utilized to assist the awarded contractor to perform elements of the removal and disposal of the vessels listed in the RFQ.

Awarded Contractors may not subcontract an entire project to an approved subcontractor, or another FWC approved vendor, unless exigent circumstances exist, and prior approval is received from the FWC Contract Manager. Awarded Contractors must be onsite and provide complete oversight of the subcontractor during the performance of all work under the specific project. Failure to adhere to this requirement may jeopardize the Awarded Contractors ability to use subcontractors on future awarded projects. Contractors using approved subcontractors to complete a project without prior approval from FWC's Contract Manager may risk being terminated from the contract (Exhibit VII) with FWC, preventing the Contractor from bidding on, and being awarded future projects.

The awarded contractor is solely responsible for submitting bids to RFQs, and all aspects of the removal, destruction and disposal for awarded projects. The awarded contractor is also responsible for the submission of all documentation related to the specific awarded project and may not subcontract those responsibilities to another company.

QUESTION #9

South B Region Coverage:

For respondents proposing to serve the South B Region (Broward, Miami-Dade, Monroe), does the Commission have data on the approximate volume of annual vessel removal projects anticipated per county? Understanding project distribution would assist in equipment and resource planning.

ANSWER #9

Monroe County, for the most part, uses its own established contractors for all Derelict vessel removals through a block grant issued by FWC to the county. All VTIP direct removal projects in Monroe County are handled by FWC. Most of the direct removals in the "South B" region occur in Miami-Dade and/or in Broward County. The annual volume varies depending on FWC's funding and local county participation outside of this process.

QUESTION #10

Staging Site Timing:

Section 4.3.4–4.3.6 requires designation of staging sites with DEP Disaster Debris Management Site (DDMS) approval. Must staging site designation and DEP approval be completed prior to RFP submission, or is this approval required prior to the first project RFQ assignment after award?

ANSWER #10

Staging sites do not have to be determined prior to the RFP submission. These sites selected by the awarded contractor will be disclosed with appropriate documentation when contractor has been awarded an RFQ project.

QUESTION #11

Experience Documentation:

Attachment F requests a "chronological list of Respondent experience." For organizations that have operated in an environmental services and community coordination capacity on waterway projects in partnership with government agencies, would this experience qualify under the 40-point Experience evaluation criteria? If so, what documentation would best support such a claim?

ANSWER #11

All experience is considered under the Experience evaluation criteria. Please be as specific in your response as possible and include agency project / contract reference to include a point of contact and a contact number at the agency referenced for FWC to use in evaluation verification.

QUESTION #12

DEI/Minority Certification:

The RFP encourages certified minority, woman, and veteran-owned business enterprise participation. Does the Commission award any evaluation preference or scoring credit to Respondents or Subcontractors who hold active Florida OSD certification?

ANSWER #12

In the Evaluation of vendors for issuance of awarded status in RFP 25/26-84, there are no added points issued to a vendor that is Florida OSD certified.

QUESTION #13

Who are the FWC selection committee representatives for this RFP and what are their titles / positions?

ANSWER #13

- Cpt. Travis Franklin (DV Unit Supervisor) Law Enforcement Captain
- Philip Horning (DV Program Administrator) FWC Law Enforcement Planner
- Jennifer Tyler (Assistant DV Program Administrator) Law Enforcement Staff Assistant
- Lt. Nicholas Korade (Assistant Boating Safety Coordinator) Law Enforcement Lieutenant
- Angela Yetter (SRB / SRA DV Specialist) Law Enforcement Staff Assistant
- Austin Legault (NWR / NCR DV Specialist) Law Enforcement Staff Assistant (Alternate)

QUESTION #14

Are firms prohibited from submitting as both a prime contractor and a subcontractor?

ANSWER #14

No, Firms are not prohibited from submitting as both primary and subcontractor.

Firms may be awarded prime contractor.

Vendors may also be listed by another awarded firm as a subcontractor for their projects.

Awarded Contractors may not subcontract an entire project to an approved subcontractor, or another FWC approved vendor, unless exigent circumstances exist, and prior approval is received from the FWC Contract Manager. Awarded Contractors must be onsite and provide complete oversight of the subcontractor during the performance of all work under the specific project. Failure to adhere to this requirement may jeopardize the Awarded Contractors ability to use subcontractors on future awarded projects. Contractors using approved subcontractors to complete a project without prior approval from FWC's Contract Manager may risk being terminated from the contract (Exhibit VII) with FWC, preventing the Contractor from bidding on, and being Awarded future projects.

QUESTION #15

Will site visits be mandatory for ALL projects or only for ones with specific instructions in their individual RFQ documents?

ANSWER #15

Independent site visits are mandatory for all vessels on all projects.

QUESTION #16

Please provide the following in editable file formats (Word/Excel):

- a. Attachment C: References
- b. Attachment D: List of Subcontractors
- c. Attachment F: Experience
- d. Attachment G: Contractor-Owned Equipment List
- e. Attachment H: Cost Sheets

ANSWER #16

FWC will not provide editable file formats.

QUESTION #17

Are respondents prohibited from including photos on the References (Attachment C) and Experience (Attachment F) forms?

ANSWER #17

No, photos may be attached to your response if you choose to provide them.

QUESTION #18

Are respondents prohibited from expanding the space or adding lines to the spaces provided on the required "References" (Attachment C) and "Experience" (Attachment F) forms?

ANSWER #18

No, you may use as much added space as necessary to completely explain as needed for each reference required.

QUESTION #19

Are respondents prohibited from adding more than the three (3) references on Attachment C: References?

ANSWER #19

No, you can use as many references as you choose. The RFP requires no less than **3** references on attachment "C".

QUESTION #20

Are respondents prohibited from adding more than the four (4) references on Attachment F: Experience?

ANSWER #20

No, you can use as many references as you choose. The RFP requires no less than 3 references on attachment "F".

QUESTION #21

What specific information does the FWC expect for each listed experience on Attachment F?

ANSWER #21

You can submit as much information as possible to identify the work you performed on a project(s) for a governmental agency. Please include the project identification, dates of service, points of agency contact, number of vessels removed, etc. You should include a project summary with details on the outcome of the project.

QUESTION #22

Are respondents prohibited from providing additional supplemental attachments/information? If not prohibited, will the information be considered during the evaluation process?

ANSWER #22

Additional information and supplements may be submitted along with the required information for the RFP Proposal. Only the Evaluation scoring package (required information) will be considered during the evaluation process.

QUESTION #23

Are respondents required to include Executive Order 20-44 Attestation Form with this RFP submittal or is this to be completed post award, and then annually?

ANSWER #23

The RFP does not require the Executive Order 20-44 form at submission but must be completed post award and annually.

QUESTION #24

Why was the scoring criteria significantly adjusted from the previous contract? Specifically, why did the score value for the cost increase from 5 points in the previous contract to 30 points in the current RFP

During the non-mandatory pre-bid, FWC repeatedly stated they are seeking qualified vendors to perform the specified work. The maximum pricing is ambiguous because there is no example vessel scenario to apply and adequately compare respondents' pricing.

Based on the conversation during the pre-bid call with the vendors, would FWC consider revising the point allotments and reducing the total possible point value for the cost score to better align with the previous contract due to the ambiguous nature of the pricing?

ANSWER #24

FWC has determined that the current scoring criteria on 25/26-84 will not be changed.

QUESTION #25

What materials are specifically included as hazardous waste?

ANSWER #25

Common hazardous materials found on board vessels include but are not limited to:

- **Asbestos:** Found in pipe insulation, boilers, bulkheads, and wiring.
- **Stored Cargo & Supplies:** Depending on the manifest, these include flammable liquids, corrosive gases, paints, and explosives
- **Operationally Generated Wastes:** Includes residual fuel oils, oily bilge water, chemical leftovers, and machinery sludge.

QUESTION #26

How does FWC specifically define an Emergency Environmental Cleanup and Disposal as a component of the "Basic Cost of Vessel Removal" on Attachment H: Cost Sheets?

ANSWER #26

This includes, in the event of an oil or gas spill, the boom and absorbent material used to contain the pollutants during the operation. The vessel's fuel and oil must be disposed of properly as well as any contaminated absorbent material used in the contained removal operation.

QUESTION #27

How will FWC compensate for additional effort and costs associated with any items that are unspecified and unforeseen in this RFP and future RFQs? For example – propane cylinders, flares, corrosive materials, aerosols, and any other hazardous or nonhazardous materials the vessels may have been storing or transporting. Under these circumstances, will change orders be prohibited?

ANSWER #27

The mandatory site visit should reveal any of the above hazardous or non-hazardous materials that will be removed for most vessel removals. Should a situation arise where unknown materials must be mitigated where the contractor had no way of knowing prior to bidding, the contractor may discuss the specific situation with the Contract Manager seeking a change order for additional necessary expense due to an unforeseen situation. FWC Contract Manager would need to approve the change order at FWC's discretion based on situational evidence in the contractor's request for a change order.

QUESTION #28

Will FWC be listed as the generator for all waste, including all debris, hazardous and nonhazardous materials?

ANSWER #28

No, FWC will not be listed as the generator of all waste.

If a vessel is actively releasing HazMat into the water when assessed by an FWC officer, the State Warning Point and the US Coast Guard will be notified immediately to respond to the pollution incident. Once the vessel pollution has been mitigated, the contractor awarded the RFQ for the removal will remove the vessel from the water and transport to their certified staging location for preparation for disposal. The contractor upon removing any remaining HazMat would be considered the Waste Generator with the (DDMS) approved EPA ID adhering to (4.3.5, 4.3.6 and 4.3.9) in the Best Management Practices section within the Scope of Work.

QUESTION #29

Will FWC provide a letter of authorization to the contractor to sign on behalf of FWC for all waste documentation (including, but not limited to waste profiles, waste manifests, and bill of ladings)?

ANSWER #29

No, FWC does not provide a letter of authorization for contractors to sign on behalf of FWC. Waste Generation begins at the time of hazmat removal operations at the contractors certified staging location with the awarded contractor being the waste generator.

QUESTION #30

Our team has thoroughly reviewed the RFP bid documents for FWC 25/26-84, Derelict, At-Risk/Public Nuisance, Migrant, and Vessel Turn-In Program (VTIP) Vessel Removal from Waters of this State, and we are enthusiastic about the opportunity to be considered as part of your preferred contractor pool.

After careful review of the submission requirements, specifically the comprehensive pricing structure, we respectfully suggest considering a modification to the bidding format, from a traditional Request for Proposals (RFP) to a Request for Qualifications (RFQ). Given the many variables that could be involved in future project bids, such as scope of work, vessel type, size, condition, and logistical constraints, it is difficult to accurately account for all scenarios and produce a reasonable per-foot competitive bid. If respondents are held to a maximum price entered at this stage, bids would necessarily reflect a worst-case scenario, driving costs higher than typical salvage work would warrant.

We respectfully request that FWC consider evaluating respondents at this stage solely on their qualifications, experience, and demonstrated capability, an approach that may also yield a broader, more competitive pool of qualified contractors.

ANSWER #30

FWC chooses to use the RFP for this solicitation and not the RFSOQ.

QUESTION #31

Who is the current Incumbent/ Vendor?

ANSWER #31

FWC currently has 18 approved vendors working under RFP 21/22-75. The list of currently approved vendors may be obtained via a formal public records request.

QUESTION #32

What is the budget for 2026?

ANSWER #32

We currently do not have the final budget for fiscal budget year 26/27, as it awaits the governors approval.

QUESTION #33

Can we have last 3 invoices/ contract copy?

ANSWER #33

The last three (3) RFQ contracts and their paid invoices may be obtained via a formal public records request.

QUESTION #34

How are projects awarded?

- Is award based solely on low price, or are qualifications weighted?
- Will there be a pre-qualified contractor pool with mini-bids (RFQs)?
- Are contractors awarded statewide, by region, or by individual vessel?

ANSWER #34

- RFP Awards are based on scoring criteria listed within the RFP. Project RFQs are based on the lowest responsive bidder for each RFQ project, provided that the bidder's pricing in any category does not exceed the maximum pricing provided in the RFP response.
- Yes, FWC will establish their list of approved vendors from this RFP who will then receive RFQ projects in the specific region/area they have chosen to work in.
- Contractors will identify in their RFP response the areas of operation that they are willing to work in. Projects identified in those areas (RFQs) will be sent to those contractors. All vessels on an RFQ project are included and contractors who bid on the project must bid on and remove all vessels identified on that project.

QUESTION #35

Who owns pollution liability?

ANSWER #35

The contractor is responsible for any pollution generated by the contractor during the removal project. The contractor is required to follow all Best Management Practices stipulated by FWC and that are listed in the RFP.

QUESTION #36

If a vessel breaks apart during recovery and releases fuel:

- Is the contractor fully liable?
- Does FWC provide any indemnification?
- Are there pollution limits required?

ANSWER #36

The contractor is responsible for any pollution generated by the contractor during the removal project. The contractor is required to following all Best Management Practices stipulated by FWC and that are listed in the RFP. FWC does not provide indemnification.

QUESTION #37

Is landfill cost reimbursable or included?

ANSWER #37

Any anticipated disposal costs shall be included in the contractor's bid submission.

QUESTION #38

Is disposal included in bid pricing?

ANSWER #38

Yes, any anticipated disposal costs shall be included in the contractor's bid submission.

QUESTION #39

Are landfill tipping fees reimbursable?

ANSWER #39

Yes, any anticipated tipping fees shall be included in the contractor's bid submission.

QUESTION #40

Does FWC have approved disposal sites?

ANSWER #40

No, FWC does not have approved disposal sites.

QUESTION #41

Are there maximum hauling distances assumed?

A 20-foot skiff and a 70-foot houseboat have very different disposal costs.

ANSWER #41

No, there are no assumed maximum hauling distances.

QUESTION #42

How should contractors consider significant cost differences between small vessels (e.g., 20-foot skiffs) and large vessels (e.g., 70-foot houseboats) in disposal and pricing?

ANSWER #42

Please use the per foot pricing structure on the RFP to distinguish the difference in the size of each class of vessel lengths.

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QUESTION #43

What are emergency response expectations?

- Required mobilization time?
- 24/7 availability?
- Storm response obligations?

ANSWER #43

The DV Program does not require emergency response from approved contractors. There may be times when vessels must be removed rapidly due to navigational hazards or damage occurring, which will be thoroughly explained on the RFQ that is sent to the approved contractors for that area. Each RFQ project will have a specified completion deadline.

Each specific RFQ will have a project deadline. There may also be a vessel on a project that requires the contractor to mobilize quicker in order to remove that vessel more rapidly due to exigent circumstances. The contractor must mobilize accordingly.

There is no 24/7 availability requirement. All operations are to be limited to daylight hours, per the RFP.

There is no storm response obligation.

QUESTION #44

Will there be any testing required like-

- Asbestos
- PCBs
- Lead

ANSWER #44

Please refer to Contractor Responsibilities in Best Management Practices #5. In the case of Asbestos, certified assessment and removal may be required.

QUESTION #45

What is the expectation if Haz-waste is found as far as pricing is concerned (Change Order)?

ANSWER #45

The mandatory site visit should reveal if any hazardous or non-hazardous materials exist that must be removed. Should a situation arise where unknown materials must be mitigated where the contractor had no way of knowing prior to bidding, the contractor may discuss the specific situation with the Contract Manager seeking a change order for additional necessary expense due to an unforeseen situation. FWC Contract Manager would need to approve the change order at FWC's discretion based on situational evidence in the contractor's request for a change order.

QUESTION #46

How can we arrange a site visit?

ANSWER #46

Vessels and locations will be identified on the RFQs sent to contractors. Most vessels are on public waters and can be visited at the contractor's convenience to view for bidding purposes. In specific situations where private property must be accessed to view the vessel, FWC will assist in owner permissions for contractor to access property.

QUESTION #47

Please confirm if price escalation is allowed for renewals.

ANSWER #47

Yes, any escalated pricing must be listed for each renewal year on your RFP response. The initial pricing submitted on your RFP response must be used for that renewal year.

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QUESTION #48

Can you provide historical contract value or estimated annual spend range for this requirement?

1. Could the agency provide historical data regarding:
 - Waste volumes generated per year
 - Frequency of pickups at each facility
 - Types and quantities of waste streams historically managed

ANSWER #48

This question does not provide a specific requirement listed for FWC to provide a response. FWC does not know what requirement the question refers to.

- Waste volumes generated per year are not tracked by FWC
- The frequency of pickups at each facility are not tracked by FWC
- The types and quantities of waste streams historically managed is not tracked by FWC.

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QUESTION #49

Could you please provide historical data regarding:

- Number of vessels removed per year (by category such as derelict, at-risk/public nuisance, migrant, and VTIP vessels)
- Frequency of vessel removal and disposal activities
- Types and quantities of materials generated during vessel removal operations (e.g., vessel debris, fuel/oil recovery volumes, hazardous materials, recyclable materials)

ANSWER #49

FWC totals include derelict, at-risk and migrant vessels calculated together. VTIP vessels are calculated separately.

The number of vessels removed per year via direct removal by FWC for the last three (3) years are as follows:

	<u>2023</u>	<u>2024</u>	<u>2025</u>
Derelict, Migrant & Public Nuisance Vessels	217	391	263
VTIP Vessels	64	85	92
	<u>281</u>	<u>476</u>	<u>355</u>

**This does not include vessels removed on local grants or hurricane related vessels for Hurricanes Helene and Milton.

The frequency of vessel removals and disposal activities is continuous as needed, and as funding is available.

The types and quantities of material totals generated during vessel removal operations are not tracked by FWC.

QUESTION #50

Has the agency experienced any emergency response incidents at these six regions within the past two years (2024–2025)? If so, could you provide general information regarding the frequency and nature of those emergency response events per location?

ANSWER #50

The DV Program is responsible for the removal, destruction and disposal of derelict, at-risk/public nuisance and migrant vessels on the waters of the state. The DV program itself does not respond to emergency incidents throughout the state. After natural disasters, FWC officers and the DV Program staff work in coordination with the Florida Division of Emergency Management on identifying and removing derelict vessels which are removed through a separate process.

The FWC law enforcement officers do respond to emergency response incidents throughout the state. You would need to make a formal records request to obtain general information regarding the frequency and nature of the emergency response events that FWC officers have responded to over the past two years (2024-2025) in each region.

QUESTION #51

Please confirm if prevailing wages are applicable?

ANSWER #51

Wages are the responsibility of the contractor to establish in their overall pricing structure on the RFP.

QUESTION #52

Are bidders permitted to propose alternative pricing structures?

ANSWER #52

No, bidders are not permitted to propose alternative pricing structures.

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QUESTION #53

What is the average size/weight range and condition of vessels typically encountered?

ANSWER #53

The average size of the vessels that FWC removes is approximately 30-32 feet in length. FWC does not track vessel weight. The condition of each vessel is different. VTIP vessels are supposed to be floating to qualify for the VTIP program. At-risk vessels are at-risk of becoming derelict and are normally in neglected or deteriorated condition. Derelict vessels are wrecked, junked or substantially dismantled and may be partially or fully submerged for short or extended periods of time.

QUESTION #54

What is the historical distribution of work across regions of Florida?

ANSWER #54

There is no guarantee of work for any contractor. As derelict and at-risk vessel investigations are completed and approved for removal, the vessels are added to RFQ projects. As VTIP vessel applications are reviewed and vessels are approved for removal, they are added to RFQ projects. There is no specific pattern for historical distribution to any region. As vessels qualify for removal, and funding allows, vessels are added to an RFQ projects which are sent to the approved contractors who have chosen to receive work from FWC in those specific areas where the project vessels are located.

Vessels removed (by Region) under the Direct Removal process

	<u>2023</u>	<u>2024</u>	<u>2025</u>
NWR	49	71	41
NCR	32	42	34
NER	62	57	64
SWR	45	132	78
SRA	14	41	22
SRB	15	48	24
	217	391	263

QUESTION #55

What is the typical annual frequency of RFQ releases under this contract?

ANSWER #55

As this contract has not yet begun, below are the number of RFQs released under the previous contract 21/22-75

	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026 (In Progress)</u>
Derelict, At-Risk/Public Nuisance and Migrant Vessel RFQs	33	116	90	32
<u>VTIP RFQs</u>	<u>23</u>	<u>66</u>	<u>53</u>	<u>33</u>
Total RFQs released:	56	182	143	65

QUESTION #56

What are the expected response times for standard vs emergency vessel removal requests?

ANSWER #56

FWC standardly provides contractors 30, 45, and 60 days to complete removal projects, based on the number of vessels, size of the vessels, location of the vessels to one another and urgency for the vessels to be removed. On occasion a vessel will need rapid removal based exigent circumstances such as a navigational or environmental hazard. In such circumstances the number of days provided by FWC on the RFQ project may be reduced so the vessel can be removed more rapidly.

QUESTION #57

Are there peak seasons or periods of increased vessel removal activity?

ANSWER #57

Yes, there can be increased times of activity. Hurricanes or storms can bring increased derelict or at-risk vessels that require investigation and removal. Directed law enforcement projects to identify an increased number of derelict vessels in specific areas will bring additional removals. Generally during the summer months there is higher removal activity than in the winter months due to water and weather conditions.

QUESTION #58

What is the expected contractor response time for emergency spill or environmental incidents?

ANSWER #58

Emergency spills and environmental incidents are normally handled by FDEP or the US Coast Guard. If a contractor completing a removal project for FWC has a spill or environmental incident, the contractor must respond immediately to address the spill or incident. FWC law enforcement will also respond, as needed.

QUESTION #59

What percentage of vessels are typically floating vs grounded vs submerged/sunken?

ANSWER #59

The DV Program does not keep specific statistics on floating vs. grounded vs. submerged. However, we would estimate that approximately 60% of the vessels being removed are floating, with the remaining 40% being grounded, partially sunken or fully sunken.

QUESTION #60

Are vessels pre-inspected or assessed for hazardous materials prior to contractor mobilization?

ANSWER #60

No, they are not inspected for hazardous materials.

QUESTION #61

Could the Agency provide historical data or estimates on the typical types and quantities of contaminants and pollutants encountered per vessel (including fuels, batteries, paints, solvents, and engines), and the average volume of waste generated during removal and decontamination activities as its not mentioned in the price sheet?

ANSWER #61

Each vessel may or may not contain contaminants, batteries, paints, solvents, and/or engines. FWC does not track the average volume of waste generated from those items during the removal of each vessel on projects.

QUESTION #62

Who is responsible for initial hazard identification before recovery begins?

ANSWER #62

The contractor is responsible. If the DV Program is made aware of any known hazards on a vessel, that information is passed on to all contractors that are sent the RFQ project so they are made aware of the hazard prior to bidding on the project. Not all hazards are known and each contractor will be responsible to check for hazards during their mandatory site visit.

END ADDENDUM