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Port of Newport Receives National Phoenix Award For Terminal Redevelopment



**Port of Newport Phoenix Award
International Terminal Redevelopment Project
(above)**

**Commissioner Walter Chuck receiving the
Port's Phoenix Award, May 16 in Atlanta
(right)**

NEWPORT, OR – Port of Newport Commissioner Walter Chuck recently traveled to Atlanta, GA to receive the prestigious national Phoenix Award for EPA Region 10. Also representing the Port of Newport were Joshua Dodson, Day CPM Services, and Karen Homolac, Oregon Business Development Department.

The Port Team joined real estate developers, environmentalists and other public and private sector professionals who were honored during the Brownfields 2013 awards ceremony on May 16. The event was hosted by the Phoenix Awards Institute, Inc. to recognize winners for their accomplishments on 20 projects that spanned the country.



Created in 1997, this prestigious award honors individuals and groups working to solve critical environmental or social challenges, transforming blighted and contaminated areas into productive new uses and sustainable development projects. The Phoenix Awards are widely recognized as the outstanding award for achievement of excellence in Brownfield redevelopment. The Phoenix Award winners represent outstanding brownfields or environmental projects from each of the 10 U.S. Environmental Protection Agency regions.

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In 2006, port district voters approved a \$15.4 million general obligation bond to renovate the Port of Newport International Terminal. This facility was originally constructed in the late 1940s by sinking and filling two, 400-foot WWII concrete cargo ships with dredge material that formed bulkheads for shipping. Remediation, rendering the ships inert, the total removal of one ship and partial removal of the other ship, and refilling the ships with clean material, was the greatest challenge.

Both ships, the SS C.W. Pasley and the SS Francois Hennebique, had fuel oil and fuel oil contamination, asbestos, and other environmental hazards aboard. Six thousand tons of contaminated material was removed and 19.4 million gallons of water was treated in the cleaning of the ships' cargo holds. Permit coordination was crucial to allow for impacts of both terminal renovation and the simultaneous development of NOAA Marine Operations Center - Pacific on the south shore of Yaquina Bay.

Funding was another hurdle. The project was not fully funded and had to be developed in phases to allow continued progress. Development of a phased plan to work within the budget as the funds were available required continuous reassessment and revision of the project approach. The Port's construction process with its general contractor, Natt McDougall Co., was a contract with a rolling guaranteed maximum price so the Port could not commit to any portion that might be outside their means. The success of the project was based primarily on bonds, incentives, and grants and loans provided by various local, state, and federal agencies.

Frank Berg, Project Manager with Day CPM Services, recently reported to the Port Commission that all remaining scrap steel had been hauled to the salvage yard yielding another \$71,000. Salvaged material brings a total credit to the project of \$900,000. The base material that was placed under the new asphalt paving came from portions of the SS Pasley, SS Hennebique, and the Ro-Ro Dock that had been demolished.

Berg noted that, "Apart from contaminated material that had been hauled to a landfill, about 90 percent of everything that was demolished on the site had been salvaged and recycled."

Commissioner David Jincks stated that, "Some of the milestones that had been reached over the course of the project, including floating the Pasley and pulling the old wood dock out from underneath the new concrete dock, was remarkable." He credited Natt McDougall and his team as well as Berg with saving the Port a considerable amount of money that was applied elsewhere to the project.

"The Port has been fortunate beyond measure with the way the project has gone," said President JoAnn Barton. She hoped there was documentation on the removal of the Pasley because it had never been done before, anywhere in the country, and could serve as a great model in the future.

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