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For Immediate Release

June 29, 2011

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Port Commission Briefed on Construction Updates for the International Terminal Renovation

NEWPORT – The Port Commission was briefed on the progress of the International Terminal Renovation Project at its noon work session and regular meeting Tuesday, June 28, 2011.

During the work session, project manager Frank Berg of DAY CPM Services, with the assistance of Natt McDougall of the Natt McDougall Company (NMC), provided a financial update to the Commission regarding the 1st and 2nd phase work. Berg noted shortfalls in each phase, and some funding options were discussed. The Commission will continue to review funding options in future work sessions.

Amendment 9 to the CM/GC Contract with NMC in the amount of \$946,885.14 was submitted to the Commission and approved. To date, NMC's contract totals \$11,295,984.32 in Contract Amendments. There has been no further expenditure of the contingency that is being carried in these Contract Amendments during last month, and the total construction balance amount is approximately \$1,737,681.68.

Berg explained that Amendment 10, the Demolition of the SS Pasley, is targeted to be presented for execution at the July 26 Port Commission meeting. Due to the complexity of the scope of work of this Amendment, it will have an effect on the project's overall schedule. Therefore, the updated project schedule will be provided when NMC is ready to submit Amendment 10.

During the evening's regular meeting, Joshua Dodson of DAY CPM Services advised the Commission that Natt McDougall Company (NMC) is continuing to remove both clean and contaminated materials from SS Pasley and SS Hennebique. Of the progress made this month, Dodson said NMC is continuing to remediate the Pasley and the Hennebique, and they are continuing to haul contaminated material to the Coffin Butte landfill facility.

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The water treatment system continues to clean all contaminants from the water being removed from the holds of the ships. Water from the treatment system is being tested regularly prior to discharge into the bay, and test results show that the discharged water is cleaner than bay water.

Concrete core test samples were taken from six locations on the Pasley in both clean areas and in areas where bunker oil contamination was present. The test results of all these samples were all found to be inert, which means that the concrete of the Pasley may be used as fill on site or in the Hennebique.

NMC is making good progress with their remediation efforts although they are still slightly behind their schedule on both ships. However, confidence is high, and this time is expected to be made up as experience is gained from each hold that is cleared and cleaned.

NMC has also removed the old portion of the warehouse that was over the Hennebique to allow for better access to material removal from its holds. Work is anticipated to start back on the remediation of the Hennebique over the next month.

For more information about the project, contact General Manager Don Mann at the Port of Newport, 541-265-7758, or visit the Port's Web site at www.portofnewport.com. Comments can be submitted at anytime by emailing terminalproject@portofnewport.com.

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