

SOUTHERN SHIPBUILDING SUPERFUND SITE

TOTAL ENVIRONMENTAL RESTORATION CONTRACTS

A SUCCESS STORY



Southern Shipbuilding, in Slidell, Louisiana, was designated a Superfund site by the U.S. Environmental Protection Agency (EPA) because of the accumulation of hazardous sludges. At an adjacent Bayou Bonfouca Superfund site, an incinerator being built by a joint-venture was scheduled for completion in mid-1995. One of the joint-venture members was a Tulsa TERC contractor.

Incineration of the sludges was considered the most appropriate remedy. Major uncertainties existed about a number of aspects concerning the cleanup of the Southern Shipbuilding site, including the BTU content of the sludges to be incinerated, details of the trial burn, and ash criteria for the treated materials. Because of those uncertainties, TERC was considered the best potential contracting mechanism. With that type of contract, USACE could award a task order using agreed-to assumptions that could be confirmed or modified during remediation to fit site conditions and the available budget.

Use of the same incinerator for cleanup of both Bayou Bonfouca and Southern Shipbuilding was clearly in the best interest of the

TERC WORKS



*Collecting contaminated
sludge sample.*

government. Public acceptance of the incinerator already existed, and mobilization costs for a large incinerator would be eliminated. The EPA determined that both of these Superfund sites could be treated as one site, which allowed the incinerator to stay in place and simplified transport of the materials between the sites for treat-

ment and then disposal of the treated waste back on the Southern Shipbuilding site.

In late February 1995, USACE asked the TERC contractor to submit a proposal for the remediation work at Southern Shipbuilding. The contractor's proposal was for approximately \$6 million more than the EPA

had available for the project. After negotiating a reduced project scope, the TERC contractor submitted a revised proposal in June 1995. USACE awarded the initial task order in August 1995, and the TERC contractor began work at the Southern Shipbuilding site almost immediately. The work is scheduled for completion by mid-1996, just one year after the incinerator was constructed.

Initiation of site work less than one year after Southern Shipbuilding was designated a Superfund site was possible only because the TERC contracting mechanism was used. In contrast, when more conventional contracting mechanisms have been used, it has taken an average of 8 years from designation as a Superfund site to the start of the remedial action.

Success at this Superfund site can be attributed to the spirit of teamwork and partnership and to a sense of professional pride and cooperation on the part of the many stakeholders involved. As a result, the project will be completed at least 12 to 15 months sooner than would have been possible without that cooperation. Moreover, TERC flexibility, combined with the ready availability of a TERC contractor at the adjacent Bayou Bonfouca incinerator and the progressive, active involvement of the regulators, enabled the government to avoid costs of several hundred thousand dollars.

Avoided \$200,000 to \$300,000 in costs because of TERC flexibility and innovative regulatory approach.

Saved one year in total project time.



TULSA DISTRICT

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