



Duwamish River Superfund Site Boeing Plant 2 Cleanup Community Fact Sheet



Prepared by the Duwamish River Cleanup Coalition/Technical Advisory Group (DRCC/TAG)

WHAT IS BOEING PLANT 2?

Boeing Plant 2 is a hazardous waste site located on the east bank of the Duwamish River on either side of the old South Park Bridge. Plant 2 was built in the late 1930s and was a major aircraft manufacturing facility during World War II. Polychlorinated biphenyls (PCBs) and other toxic chemicals from large electric generators and transformers were released at Plant 2 and into the sediments (mud) of the Duwamish River. PCBs were also used in paints and caulking at Plant 2. Boeing is under an EPA Order to investigate and study cleanup options for Plant 2.

WHO SPEAKS FOR THE RIVER?

The Duwamish River Cleanup Coalition/Technical Advisory Group (DRCC/TAG) is EPA's Community Advisory Group for the Duwamish River Superfund Site. DRCC/TAG was founded by community, environmental, tribal and small business organizations serving the Duwamish River Valley and greater Seattle.

DRCC/TAG has commissioned an independent review of EPA's proposed cleanup plan, and has solicited input from the community. This Fact Sheet summarizes DRCC/TAG's assessment and recommendations on the proposed cleanup plan.

LET YOUR VOICE BE HEARD!

EPA Public Meeting

Wednesday, April 27, 6 p.m.

South Park Community Center

8319 8th Avenue South

Food and Spanish interpretation provided.

6:00 pm: Open House

7:00 pm: Presentations

8:00 pm: Public Comment

HOW TO COMMENT

EPA will accept written comments on their cleanup plans for Boeing plant 2 until May 28, 2011. This is the only opportunity for the public to weigh in on plans for the cleanup at the Boeing Plant 2 site.

Comments can be sent to EPA via email to: blocker.shawn@epa.gov. Please 'cc' DRCC/TAG on your letters at: contact@duwamishcleanup.org. Standard postal mail comments can be sent to:

U.S. EPA, Region 10

ATTN: Shawn Blocker

1200 6th Avenue, Suite 900, AWT-121

Seattle WA, 98101



Boeing's Plant 2 site is being cleaned up under EPA's Resource Conservation and Recovery Act (RCRA) and is also an "early action area" within the Lower Duwamish River Superfund Site.

Boeing Plant 2 in 1940. Photo: The Boeing Company

WHAT ARE THE CLEANUP OPTIONS?

EPA's *Statement of Basis* (cleanup plan) describes the cleanup options for the sediments and shoreline at Boeing Plant 2. The cleanup will remove toxic PCBs, metals, carcinogenic polycyclic aromatic hydrocarbons (cPAHs) and phthalates.

The cleanup options are to either dredge (excavate) the sediments and then backfill with clean material, or place a thick cap to isolate the contamination. EPA is requesting public comments and will then issue a *Final Decision and Response to Comments*. Cleanup options for the Plant 2 uplands (the rest of the Plant 2 site) will be issued in a second *Statement of Basis* in 2012. Boeing will conduct the cleanups under EPA oversight.

CLEANUP GOALS

The biggest health risk from Duwamish River sediments is for people who eat fish, shellfish, and crabs that live in the Duwamish all year ("resident" seafood). Resident seafood is not safe to eat because it collects contamination from the sediment in its body and passes it along.

EPA's cleanup plan for Boeing Plant 2 is intended to protect tribal fishers and other people who eat a significant amount of fish and shellfish from the Duwamish River. For toxic chemicals like PCBs that move up through the food chain, the cleanup level is based on calculated health risks from eating fish and shellfish. In addition, cleanup levels for metals and other pollutants are intended to protect the river environment by protecting the tiny organisms that live in the sediment and the fish, birds and other animals that live in the river.



DRCC/TAG RECOMMENDATIONS

DRCC/TAG supports EPA's selection of cleanup option N2 for the North Bank of Boeing Plant 2 and option S4 for the South Bank.

These options provide for the removal of all contaminated sediments to a depth of 20 feet, and replacement with clean backfill. While some contaminated material would be left at depths greater than 20 feet, the thickness of the backfill would provide a better barrier and protection from earthquakes than the other options. Other options do not remove enough contaminated sediments, have a thinner barrier, and rely on an engineered cap to prevent erosion that would be more vulnerable to breaching in the event of an earthquake.

ADDITIONAL CONSIDERATIONS

- The successful cleanup of Boeing Plant 2 depends on controlling upriver sources of pollution to prevent recontamination.
- There are plumes of chemicals in groundwater under the Boeing plant that must be verified as controlled before cleanup begins.
- Spillage and suspension of sediments during dredging must be highly controlled in order to ensure that toxic materials do not drift across to beaches in the South Park neighborhood. Final selection of dredging technology and control methods must include public review.
- Boeing's cleanup of Plant 2 site cannot indemnify Boeing for its past contribution to contamination that must still be cleaned up elsewhere in the river.
- The fishing families and neighborhoods of the Duwamish River are "environmental justice" communities overly burdened by multiple pollution sources and health stressors. EPA must take these cumulative burdens into consideration when developing cleanup plans.

Questions?

Please contact James Rasmussen at DRCC/TAG: james@duwamishcleanup.org or (206) 954-0218, or visit us at www.duwamishcleanup.org.