

Port of Boston FACT SHEET
Connecting New England with the World
<https://www.massport.com/conley-terminal/>

Overview of Conley Container Terminal, South Boston, MA:

The Port of Boston is an economic engine fueling the New England regional economy. The Working Port supports \$8.2 billion in economic impact annually with 66,000 jobs. Our economic impact has doubled since 2012 and over 2,500 businesses throughout New England utilize Conley Container Terminal – a 56% increase in 5 years. The Port has had 5 consecutive years of record-breaking growth. Massport ended our Fiscal Year at over 307,000 TEUs through the port – an 8% increase over FY2018.

Nine of the world’s top shipping lines call the Port of Boston – MSC, COSCO, OOCL, Evergreen, CMA CGM, APL, Yang Ming, Hapag-Lloyd, and ONE. We have three weekly services that are represented by all three major alliances – one from North Europe and two from Asia. The port consistently enjoys truck turn times (dual transactions) under 40 minutes. We also have seen a 37% increase in productivity from the ILA in the past 5 years. With 33 crane moves per hour, this is a direct benefit our ocean carrier partners can utilize to maintain schedule reliability.

Massport is investing in waterside and landside infrastructure to keep Conley Terminal competitive and cost-effective. The Boston Harbor Dredging Project is a \$350 million partnership between the U.S. Army Corps of Engineers, the Commonwealth of Massachusetts, and Massport. The maintenance dredging of the inner harbor was completed in December of 2017. The deepening of the main ship channels, which began in July 2018, will enable the Port to better accommodate the large container vessels calling today and larger ships expected in the future. Massport is also purchasing three new ship-to-shore cranes, which are expected to arrive to the Port of Boston in Fall 2020. Conley Terminal improvements include the construction of two 50-foot berths, expanded reefer storage, and new in-and-out gate facilities.

Conley Terminal Volumes:

Fiscal Year	Import TEUS	Export TEUs	MT TEUs Total	Tot TEUs
<i>FY2019</i>	152,960	79,143	75,228	307,331

Cal Year	Import TEUS	Export TEUs	MT TEUs	Tot TEUs
<i>CY2018</i>	147,820	80,190	70,026	298,036

Who is the stevedore at Conley Terminal and is there more than one stevedore option?

Massport is the stevedore. There are no other stevedoring options for containers.

What is the distance and dray time between Conley Terminal and the Worcester CSX rail yard?

50 miles/approximately 1.5 hours by truck

What is the distance between the sea buoy (pilot station) and Conley Terminal?

Approximately 10 nautical miles

What are the most significant, recent ILA work rule changes that Massport customers should be aware of?

Premium hours were reduced during the most recent contract negotiations and contract incentives were modified and tied to productivity, which has resulted in an increase of nearly three (3) gross moves per hour since the new contract start date. The current average productivity at Conley Terminal is 28 gmph and trending upward. Vessels with higher move counts and good stowage are seeing 30+ gmph. Local contract terms include the following:

- a) Reduction in 5 double-time hours to 1.5 rate: this includes the 0700-0800 hour, and 1800-2200 hours
- b) Expansion of the hourly vessel starting times on the hour from 0600-2400

c) Productivity incentive structure:

- Labor guarantee is tied to vessel production and fixed pre vessel
- Fixed guarantee provides incentive to work faster and the agreed rate is an improvement over today's production rate
- The production rate escalates annually, provided volumes increase by 5% each year

What is the current status and timeline for completion of the dredging project?

WRRDA 2014 authorized the Boston Harbor Deep Draft Navigational Improvement Project. The total project will cost approximately \$350 million, with Massport and the Commonwealth of Massachusetts collaborating to provide the \$130 million local cost share. CAD Cell construction and maintenance dredging of the inner harbor were completed by the end of 2017. Federal funding for the improvement project has been appropriated and work began the summer of 2018. This project will deepen the North Entrance Channel from -45ft to -51ft and the Main Channel from -40ft to -47ft. Completion is expected the first quarter of 2021. The Port of Boston has a mean tidal range of 9.5 ft. At Conley Terminal, projects are underway to create two 50ft berths, procure larger STS cranes, and modernize the existing facility.

Estimated Cost	
Federal	\$216,470,000
Non-Federal	\$94,510,000
Total	\$310,980,000

Federal Funding	
2017	\$18,225,000
2018	\$58,000,000
2019	\$37,183,000
Total (Percent of Total Federal Funds)	\$113,408,000 (52.39%)

What are the sizes and lift capacities of Conley Terminal's cranes and does Massport intend to upgrade them (and if so when)?

Conley Terminal currently has six (6) low profile STS cranes with the following specifications:

<u>Cranes 1 and 2</u>	<u>Cranes 3 and 4</u>	<u>Cranes 5 and 6</u>
40.6 tons lift capacity	50.8 tons lift capacity	50.8 tons lift capacity
98 ft. lifting height	97 ft. lifting height	90 ft. lifting height
103 ft. outboard reach	138 ft. outboard reach	138 ft. outboard reach
86 ft. back reach	32 ft. back reach	0 ft. back reach
96 ft. gauge	96 ft. gauge	96 ft. gauge

Massport has three higher capacity cranes on order with expected delivery in the fourth quarter of 2020. These cranes will work within existing FAA air draft restrictions (due to Logan airport runway proximity).

What is the current status of Conley Terminal in terms of physical condition and planned M&R?

Conley terminal recently underwent several million dollars in improvements and additional maintenance and repair work continues throughout the terminal. Of the approximately 100 acres encompassed by Conley Terminal, approximately 60 acres are currently used for containerized cargo operations. An additional approximately 30 acres are set aside for reefers and equipment repair and storage. Conley Terminal features 1,950 ft. of continuous berth (berths 11-12).

What are some other significant features of Conley Terminal?

The Port of Boston offers direct access to 14 million consumers in greater Boston and throughout New England, which is also home to a number of prominent importers and exporters. Conley Terminal uses the Tideworks Terminal Operating system, features 12 RTGs, and has a 10-lane truck gate. Average truck turn times from pedestal to pedestal are approximately 35 minutes, with minimal queuing outside the gate and minimal congestion, even on busy

days. Conley Terminal is situated less than two (2) miles from the I-90 and I-93 interstates and is in the process of designing/constructing a dedicated freight corridor to separate truck traffic from local commuter traffic to increase efficiency. Conley Terminal also features over 380 reefer plugs in a new reefer racking system.

How are chassis handled at Conley Terminal?

Conley Terminal has no chassis on terminal. Columbia Intermodal - a private, third party service provider not directly affiliated with Massport - is the sole-provider of the Massport chassis pool at the Port of Boston and operates a pool yard less than one (1) mile from Conley Terminal. Contact information for Columbia Intermodal and other third-party service providers at Massport is below.

Contact Information for Third Party Service Providers at Massport's Conley Terminal

Chassis

Columbia Intermodal (617) 443-0980, Terminal Manager William Fluke <http://columbia-group.com/solutions/container-services/offices-and-contacts/boston> wfluke@columbia-group.com

Towage

Boston Towing and Transportation (617) 567-9100, George Lee
<http://bostontowboat.com/default.aspx> info@bostontowboat.com

Line Handling

Boston Line (617) 951-9957, Ryan Cox
<http://bostonlineservice.com/> mail@bostonservice.com

Pilotage

Boston Harbor Pilots (617) 569-4500, President, Capt. Richard Stover
[256 Marginal Street Boston, MA 02128](http://www.bostonpilots.com)
<http://www.bostonpilots.com>