

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.

Several top shipping lines call the Port of Boston on a weekly basis including MSC, COSCO, OOCL, Evergreen and CMA CGM, while ZIM calls on a bi-weekly basis.

We now have four services connecting New England to Asia, India, Europe and Latin America.

The port consistently enjoys truck turn times (dual transactions) under 35 minutes.

We also have seen a steady increase in productivity from the ILA with 30+ crane moves per hour, which our ocean carrier partners can utilize to maintain schedule reliability.

Massport has invested \$850 million 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. Phase II of the Dredging Project was completed in November 2020, dredging the harbor to -47 feet and expanding the turning basin to 1,725 feet. The deepening of the main ship channels enables the port to better accommodate the large container vessels calling today and even larger ships expected in the future.

Massport added three new ship-to-shore cranes with lift height of 160 feet above the rail and an outreach of 22 containers wide. They were commissioned in October 2021. In addition to the new ship-to-shore cranes, Conley Terminal improvements include the construction of two 50-foot berths, expanded reefer storage, and new in-and-out gate facilities. The Port of Boston also now operates a fleet of 16 RTG's. A \$75 million Freight Haul Road was opened in 2018 for the trucking community to conveniently access the interstate highways. Conley Terminal is able to support continued growth by handling the larger ships now transiting through the Panama and Suez Canals.

Conley Terminal Volumes:

Cal Year	Import TEUS	Export TEUs	MT TEUs	Tot TEUs
CY2021	92,267	64,266	31,369	187,902

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. The Turning Basin has also been expanded to 1,725 feet. Completion is expected in third quarter of 2022. The Port of Boston has a mean tidal range of 9.5 ft. At Conley Terminal, the projects to create two 50ft berths, procure larger STS cranes are complete. Conley Terminal continues to modernize the existing facility with an updated entrance road to the terminal and gate system that will come online in the first quarter of 2023.

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 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 (7) low profile STS cranes with the following specifications:

<u>Cranes 1 and 2</u>	<u>Cranes 3 and 4</u>	<u>Cranes 5,6 and 7</u>
50.8 tons lift capacity	50.8 tons lift capacity	65 tons lift capacity
90 ft. lifting height	97 ft. lifting height	103 and 163' ft. lifting
150 ft. outboard reach	150 ft. outboard reach	202 ft. outboard reach
0 ft. back reach	32 ft. back reach	35 ft. back reach
96 ft. gauge	96 ft. gauge	96 ft. gauge

Massport has acquired three Neo-Panamax cranes in June 2021, the cranes were commissioned in October 2021.. 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 3,150 ft. of continuous berth (berths 10 - 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 16 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 240 reefer plugs in a new reefer racking system.

How are chassis handled at Conley Terminal?

Conley Terminal does not store chassis on the 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@bostonlineservice.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>