

**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. Massport ended our Calendar Year at over 268,000 TEUs through the port.

Several top shipping lines call the Port of Boston on a weekly basis – MSC, COSCO, OOCL, Evergreen, and CMA CGM. We have two weekly services connecting New England to Asia, Europe, and Latin America. The port consistently enjoys truck turn times (dual transactions) under 35 minutes. We also have seen a 38% 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 \$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, 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 purchasing three new 22-wide ship-to-shore cranes that will have lift height of 160 feet above the rail. They are expected to arrive to the Port of Boston in summer 2021. In addition to the new ship-to-shore cranes, Conley Terminal improvements include the construction of a new 50-foot berth, expanded reefer storage, and new in-and-out gate facilities. Additionally, the Port of Boston also now operates a fleet of 16 RTG's. A \$75 million Freight Haul Road was also installed in Fall 2017 for the trucking community to conveniently access the interstate highways. Conley Terminal's plan is in place to be Big Ship Ready and to support continued growth by handling larger ships transiting through the Panama and Suez Canals.

Conley Terminal Volumes:

<b>Fiscal Year</b>	<b>Import TEUS</b>	<b>Export TEUS</b>	<b>MT TEUs Total</b>	<b>Tot TEUs</b>
<i>FY2020</i>	143,665	75,120	64,276	<b>283,061</b>

  

<b>Cal Year</b>	<b>Import TEUS</b>	<b>Export TEUs</b>	<b>MT TEUs</b>	<b>Tot TEUs</b>
<i>CY2020</i>	137,098	79,133	52,187	<b>268,418</b>

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 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:

Cranes 1 and 2

40.6 tons lift capacity  
98 ft. lifting height  
103 ft. outboard reach  
86 ft. back reach  
96 ft. gauge

Cranes 3 and 4

50.8 tons lift capacity  
97 ft. lifting height  
138 ft. outboard reach  
32 ft. back reach  
96 ft. gauge

Cranes 5 and 6

50.8 tons lift capacity  
90 ft. lifting height  
138 ft. outboard reach  
0 ft. back reach  
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 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 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 [wfluke@columbia-group.com](mailto:wfluke@columbia-group.com)  
<https://www.columbia-group.com/chassis-trucking-services/boston-terminal/>

##### **Towage**

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

##### **Line Handling**

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