Port of Boston Update

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Massachusetts Port Authority
Economic Planning and Development Department
Massachusetts Port Authority

- State authority created in 1956
- Board appointed by Governor
- Self-financing
- Primary line departments and facilities
  - Aviation Department
    - Logan International Airport
    - Hanscom Field
    - Worcester Airport
  - Maritime Department
    - Port of Boston terminals
    - Commercial development
Port of Boston Overview

- Oldest continuously active major port in western hemisphere
- New England’s only full service port
- Economic Engine
  - $2.4 billion annual economic impact
  - 34,000 jobs
  - Makes local business more competitive
  - Keeps prices on goods more affordable for consumers
- Key cargos (14M tons/year):
  - petroleum products
  - road salt
  - scrap metal
  - seafood
  - footware and clothing
  - furniture
  - beer/wine
Massport’s Maritime Assets

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Massport’s Strategic Vision

• Increase the amount of foreign and domestic water-borne commerce (primarily containers) through the Port of Boston
  – Convert greater % of NE trade to all water services
  – Attract new direct call services from Europe, the Mediterranean and the Indian sub continent through the Suez Canal

• Develop facilities and related access infrastructure to support growth in container, cruise and bulk cargo business lines

• Develop other Maritime properties to support core businesses and provide financial return to make capital investments in port facilities

• Operate in a fiscally, environmentally and socially sustainable manner
Conley Container Terminal

- Largest container terminal in New England
  - 101-acre facility with two 45’ deep berths
  - Owned and operated by Massport
  - Approx. 200,000 TEUs and 1.5 million tons in 2010
  - Four weekly services: Europe, 2x Asia (Suez added in May 2011), and feeder service to Halifax (50% increase in 2011/2012)
  - Regional focus handling 30% of NE waterborne commodities

- Over $100 million invested in capital improvements over past 20 years
  - Berth dredging and reconstruction
  - Purchased 30-acre expansion site
  - Terminal efficiency improvements
  - Acquired two additional cranes
  - Planning / design for Dedicated Freight Corridor and Buffer
Network of South Boston Truck Routes (Existing and Proposed)
Landside Port Access

- CA/T Project established network of designated truck routes
- Roadway design guidelines (turning radii, signal optimization)
- Land use restrictions and development standards
- Truck Routes and Motor Carrier Operator Working Groups
- Multiple gate surveys of truck operators (routes and equipment)
- Interagency study and programming for truck route enhancements
- Preservation of key access corridors
- Supporting other modes
South Boston Community

- Approximate Population = 3,825
- Approximate Population = 12,000
- Census Block Groups
- Massport Property
- Proposed Haul Road
- Proposed Buffer Open Space

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Conley Terminal Dedicated Freight Corridor

- Massport to design and construct ¾-mile dedicated haul road to remove truck traffic from East First Street / Summer Street
- Project included in Massport Capital Program
- Commitment tied to 2008 acquisition of former Coastal Oil site
- RFQ issued last week for integrated design team
- Includes roadway, reconfigured processing and security gates, integration of Coastal site, and buffer open space
Roadway and Buffer Concept Plan
Conley – Existing Operations

![Conley Terminal diagram showing Berth and Cranes, Container Stacks and RTG Runways, Queing/Screening/Processing, Equipment Maintenance and Storage, Administration Building, Employee Parking, and Reefer Storage.]
Conley – Future Operations
Exelon Alignment
MBTA Operations Requirements
Conley Terminal Buffer Open Space

- 4.5-acre open space to provide passive-use visual and noise buffer
- 2010 legislation defined area (100’ x 2,000’), Article 97 designation, and Buffer Community Advisory Committee
- Massport convened committee in June 2011 to discuss design precedents and programmatic vision for the buffer
- Opportunity to link existing parks and provide much-needed local and regional pedestrian and bike connection
Buffer Open Space
Chelsea and Charlestown Access

- Chelsea Haul Road Project
- Mystic Wharf Branch Rail and Haul Road Study (2005)
Black Falcon Cruise Terminal

- Largest cruise terminal in NE; owned and operated by Massport
- Nearly 350,000 passengers on 110 vessels visited Boston in 2010
  - expect to double volume by 2025
  - 50% home port/50% port-of-call
- 3 ships based in Boston serve Bermuda, Canada and Europe
- Estimated $18M in annual economic local and regional benefits
- Existing terminal built in 1980’s for much smaller ships – fender system was upgraded in 2009 and an $12M upgrade of existing terminal underway to better accommodate larger ships
- Future plans for a modern 2nd terminal to handle ships carrying up to 3,000 passengers
Boston Autoport

- Recently renewed lease for 80-acre auto import, export, processing and distribution facility
- Other maritime uses on-site include salt terminal, passenger vessel maintenance
- Approx. 525 permanent and 125 seasonal/part-time jobs associated with site operations
- Plans to demolish obsolete shed on Mystic Pier 49 to create new facility
- MA partnership led by Clean Energy Center awarded U.S. DOE grant to build and operate a wind blade testing facility on a portion of Autoport; backlog of work for recently completed facility.
Massport Marine Terminal

- 40-acre site created by Massport as filled land; leased from EDIC to 2070
- Excellent highway access, deep water berth and potential for future rail service via extended Track 61
- Harbor Seafood Center (multi-tenant, 65,000 sf) and Legal Sea Foods HQ
- 23 acres leased to Cargo Ventures, which has planned and permitted Boston Cargo Terminal (400,000+ warehouse space)
- Additional seafood facility planned
- North Jetty planned to support 6-acre bulk terminal (e.g., salt, aggregate)
Boston Fish Pier

- Oldest continuously operating seafood processing facility in U.S.
- Home of the Boston fishing fleet
- Owned/operated by Massport – tenants run seafood processing, auction and restaurant on 1st floor; offices on 2nd floor
- Truck circulation improvements completed in 2010
- Boston Fish Pier berth electrification project
  - National Clean Diesel Funding Assistance Program and DEP grants
  - $400K project electrified 18 berths
  - Eliminates use of on-vessel generators while berthed
  - Completed in 2011
Harbor Dredging

- The economic viability of a port depends on the depth of its navigation channels - ongoing sedimentation and increasing vessel sizes necessitate periodic dredging of port channels and berths.

- The Army Corps of Engineers, partnered with Massport, removed more than 4M cubic yards of sediment since 1998 at a cost >$100M.

- Clean material disposed of at the Mass. Bay Disposal Site, and “unsuitable” material buried in large disposal cells beneath the federal navigation channels – innovative technique 1st used in Boston!

- Next channel deepening project is in feasibility and permitting stage.
Commercial Development

- Properties not needed for maritime activity are redeveloped with commercial uses to generate revenue to support Maritime business lines.

- Early Massport master planning, permitting, and investment in roads, utilities, open space, support a mix of office, hotel, retail and residential uses.

- Commonwealth Flats: 3.5 msf built and 6.8 msf at full build.

- $33M Liberty Wharf is recent completed project; reconstructed pier and two buildings; 5 (4 open) restaurants and office space.
Parks and Buffer Open Spaces

- Massport owns and operates more than 30 acres of parks and buffer open spaces
- Award-winning South Boston Maritime Park (2004), includes interpretive elements that address the past and present activities of the Port of Boston
- Community design of South Boston/Conley Terminal Buffer Open Space now underway
- Parks designed, built, and maintained incorporating sustainable practices
Planning Appropriate Public Access

• Allow public access where safe, given maritime industrial focus of port facilities
• Serve employees and public with same infrastructure
• Extend existing access systems and connect interesting destinations
• Anticipate future pedestrian growth and patterns
• Use consistent design and information
Conley Terminal Green Initiatives

• Conley Terminal Environmental Management System (EMS) and ISO 14001 Certification
• Recycling of special waste streams
• “Green” equipment replacement program  
  - ULSD conversion of yard equipment  
  - Equipment retrofits
• Truck idling reduction  
  - Expansion of on-terminal queue (Massport enforcement)  
  - On-street layover enforcement (City of Boston)
• 2010 truck route and equipment surveys
• Clean Truck Program  
  - $1M approved in June; applied for additional $500K in funding  
  - Evaluating voluntary program options  
  - Targeting replacement/retrofit of 60 older trucks serving Conley  
  - Exploring truck registry and use of RFID technology
Sustainable Planning and Design

• Massport Sustainable Design Standards and Guidelines mandatory for all Massport capital projects as of June 2009

• Voluntary compliance with “LEED Plus” green building requirements

• Seek to redevelop underutilized and brownfield properties and support regional “smart growth” policies

• “Green” lease terms with tenants, environmental audits, and voluntary sustainable tenant initiatives
Passenger Water Transportation

- Massport plans and promotes routes and terminals serving Logan Airport and other waterfront properties
- Scheduled ferry service to Logan Airport since 1980s; introduced on-call water taxi service in mid-1990s
- Completed final design (MassDOT Grant) for new hub terminal at the World Trade Center in South Boston; seeking funding for construction
Questions?