Port of Boston FACT SHEET
Connecting New England with the World

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 0600-2200
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 partnering 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 is expected to begin in the Spring of 2018. This project will deepen the North Entrance Channel from -45ft to -51ft and the Main Channel from -40ft to -47ft. 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.

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	Cranes 3 and 4	Cranes 5 and 6
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 is actively exploring alternatives for higher capacity cranes that 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 1,850 ft of continuous berth (berths 11-12).

(Over)

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 30 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 400 reefer plugs.

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