

Summary of Boston Harbor Dredging Projects

1. Boston Harbor Navigation Improvement Project (BHNIP). In late 2001, the Army Corps completed dredging for the BHNIP. Massport was an active co-sponsor for this project, which resulted in deepening of key tributaries and a portion of the Main Shipping Channel to 40 feet (except for Chelsea Creek, which was only deepened to 38 feet) and related Massport and private berths to depths ranging from 35 to 45 feet. The project has been completed, although two related areas will require dredging in the future in order to take full advantage of the project¹. Massport cost-shared 35 percent of this approximately \$60 million project.

2. Maintenance Dredging. While the lengthy planning, permitting, design and construction process for the BHNIP was underway, the Main Shipping Channel into Boston Harbor continued to silt in such that it also needed maintenance dredging to restore it to 40 feet. The Army Corps completed maintenance dredging of the outer harbor channels in early 2005. This project involved dredging of approximately 1.3 million cubic yards of sediment that had accumulated in the outer channels serving the port. This material was disposed of at the Massachusetts Bay Disposal Site (MBDS). The Corps and Massport are currently working to complete maintenance dredging for the inner harbor channels (see attached figure). The Boston inner Harbor Maintenance Dredging Project involves dredging of approximately 1.8 million cubic yards to restore the main shipping channel between Castle Island and the Inner Confluence to its congressionally-authorized 40-foot depth. Approximately 1.4 million cubic yards of this sediment is unsuitable for unconfined ocean disposal and must be buried in disposal cells beneath the inner harbor channels and capped with 3 feet of sand, as was done successfully on the recent BHNIP. The remaining 400,000 cubic yards are suitable for unconfined ocean disposal and will be disposed of at MBDS. Phase I of this project, which cleared the channels serving the container and cruise terminals, was completed in November 2008. Phase II of the project is fully permitted and will be completed once funding is available. The total project cost is approximately \$40 million (\$30 million funded through the Army Corps of Engineers and \$9 million by non-federal sources.)

3. Deep Draft Navigation Improvement Project. The shipping lines frequenting the Port of Boston continue to use larger vessels such that many of the vessels that now call at Conley Container Terminal require more than 40 feet of water. In 1998, Massport requested that the Corps conduct a Reconnaissance Study (the first step in the federal channel deepening process) to evaluate dredging the channels serving Conley Terminal and the North Jetty/Massport Marine Terminal to at least 45 feet. This study, which was completed in July 2000, concluded that such a project appeared to be economically justified (i.e., the economic benefits outweigh the costs) and should proceed to the more comprehensive feasibility study stage. Massport and the Army Corps are working

¹ The KeySpan gas siphon crosses Chelsea Creek immediately sound of the Chelsea St. Bridge. This pipe was supposed to be relocated prior to dredging, however due to a series of delays the pipe has not yet been moved such that the channel near the pipe was not able to be dredged. Once the pipe is relocated, the Corps plans to return and dredge this area. This work is expected to be completed by late 2008. In addition, once the Chelsea St. Bridge is reconstructed, the Corps has indicated that they will dredge to widen the channel in this area.

together to complete the feasibility study and permitting process, and the current schedule (if the project is found to be economically justified and funding is secured) is for dredging to begin in 2011. The Corps is currently recommending that the channels serving Conley Terminal be deepened to -48 feet. This project would involve removal of up to 12 million cubic yards of sediment and rock at a total cost of approximately \$300 million.