

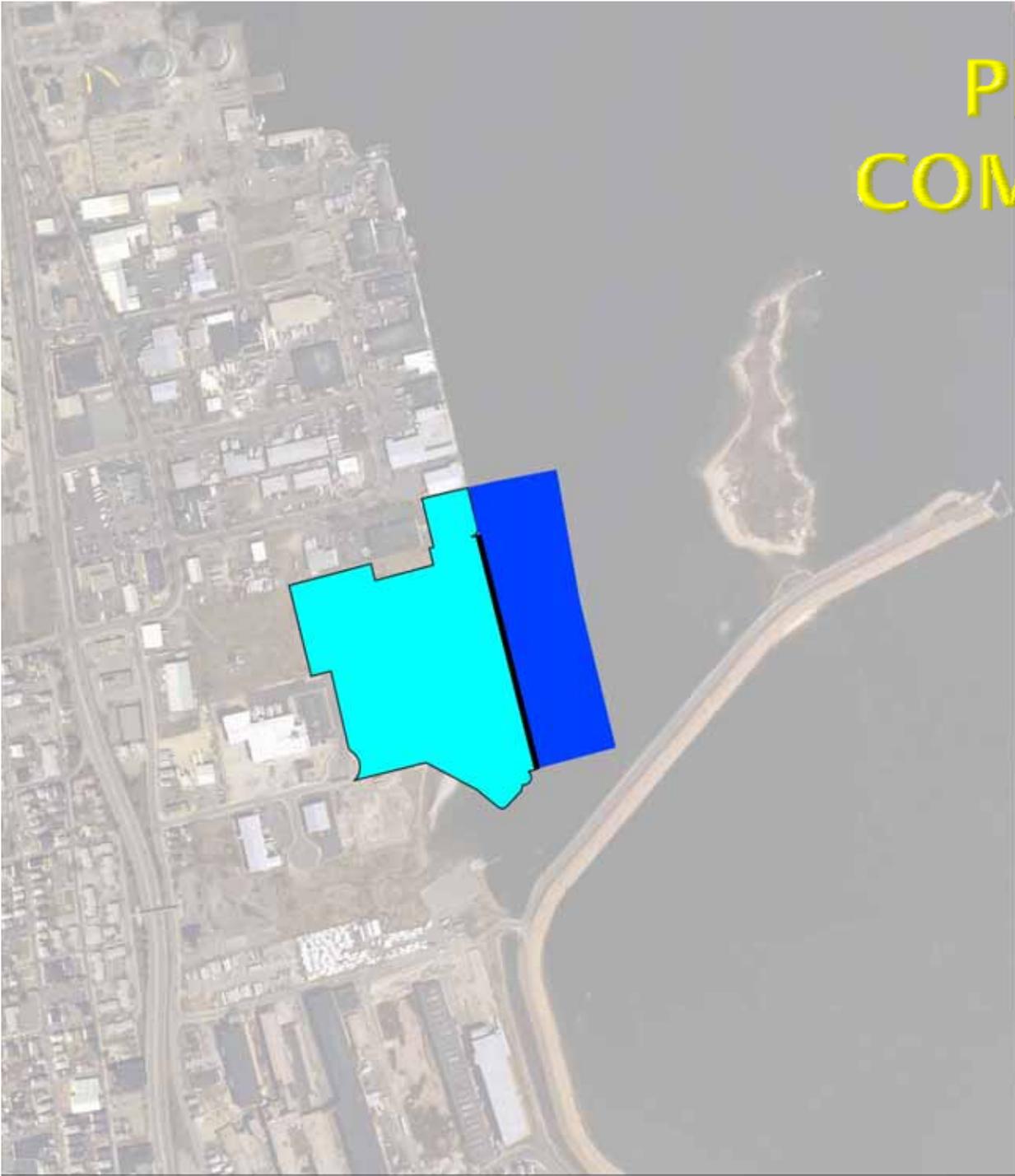
NEW BEDFORD MARINE COMMERCE TERMINAL



New Bedford Marine Commerce Terminal

Commonwealth of Massachusetts



An aerial photograph of an industrial port facility. The image shows a large area of industrial buildings, parking lots, and infrastructure. A specific area in the lower-middle part of the image is highlighted with a cyan color, and a smaller rectangular area within that cyan region is highlighted with a blue color. The highlighted areas are adjacent to a body of water and a long pier extending into it.

PROJECT COMPONENTS

- ❑ Extension of South Terminal bulkhead so that large vessels can dock.
- ❑ Construction 28+ acres of open work area with 17 acre heavy lift capacity area.
- ❑ Dredging of channels for deep draft access.
- ❑ Removal of contaminated sediments.

PROJECT HISTORY

- Designated Port Area (DPA) from 2010 Harbor Plan Update

Figure 1.1 Concept Plan

New Bedford / Fairhaven Harbor Plan Update 2008
Concept Plan

- 2008 Planning Area
 - Secondary Planning Area
 - Charter / Excursion
 - Potential Water Taxi / Shuttle
 - Bikeway / Harborwalk
 - Potential WDSFs
 - Marine Industrial Waterfront
 - Marine Terminal
 - New Harbor Terminal
 - Intermodal Transportation Center
 - Hicks Logan
 - NSTAR / Sprague
 - Standard Times Field
 - Berkshire Hathaway Mill Complex
 - Public Open Space
 - Downtown
 - Park / Athletic
- Watersheet Management Areas Type**
- Commercial Vessel Operations
 - Recreational & Commercial
 - Recreational Mooring & Access
 - Transient Moorings
 - Environmentally Sensitive



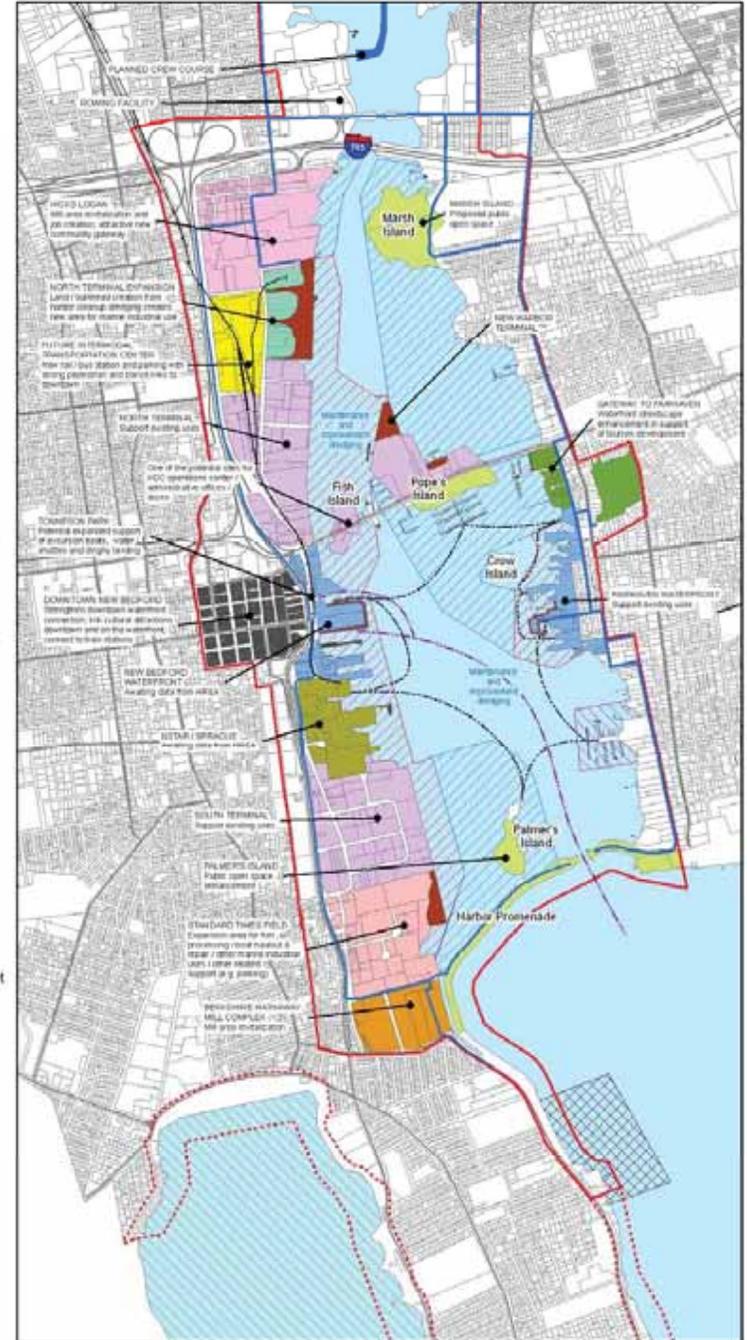
Prepared by the
 Urban Harbors Institute
 of the University of Massachusetts Boston

For the
 New Bedford / Fairhaven
 Harbor Plan Renewal Committee

On behalf of
 Fort Point Associates
 Urban Harbors Institute
 Apex Companies
 and
 FXM Associates

Data from
 MassGIS
 City of New Bedford
 Town of Fairhaven
 Urban Harbors Institute
 Fort Point Associates
 Apex Companies

December 2009



BENEFITS: ENVIRONMENTAL



- ❑ Removal of contaminated sediments 170,000 – 247,100 cy.
- ❑ Beneficial reuse of dredged sediment in facility.
- ❑ Creation of resource areas for ecological improvements.
- ❑ Removal/ proper capping of contaminated soils.

BENEFITS TO THE PORT

- Enhances the shipping capabilities of the Port.
- Heavy-lift marine facility capable of handling multiple cargo types.
- Increases the Port capacity and through-put to levels that significantly exceed nearby competing ports.
- Puts the Port at the national forefront by creating a first-in-the-nation purpose-built facility to support wind industry shipping and fabrication.
- Significant increase economic activity = \$\$ for the area.
- Jobs.



BENEFITS: ECONOMIC

- Jobs = Direct, Secondary, Induced.
- \$10s millions invested in area for construction.
- Long-term economic boost from increased shipping.
- Billions invested in area by wind industry.
- “Century Project “ = a project for this 100-years.



PROJECT COMPONENTS



- Facility – Landside
- Dredging - Waterside
- Mitigation



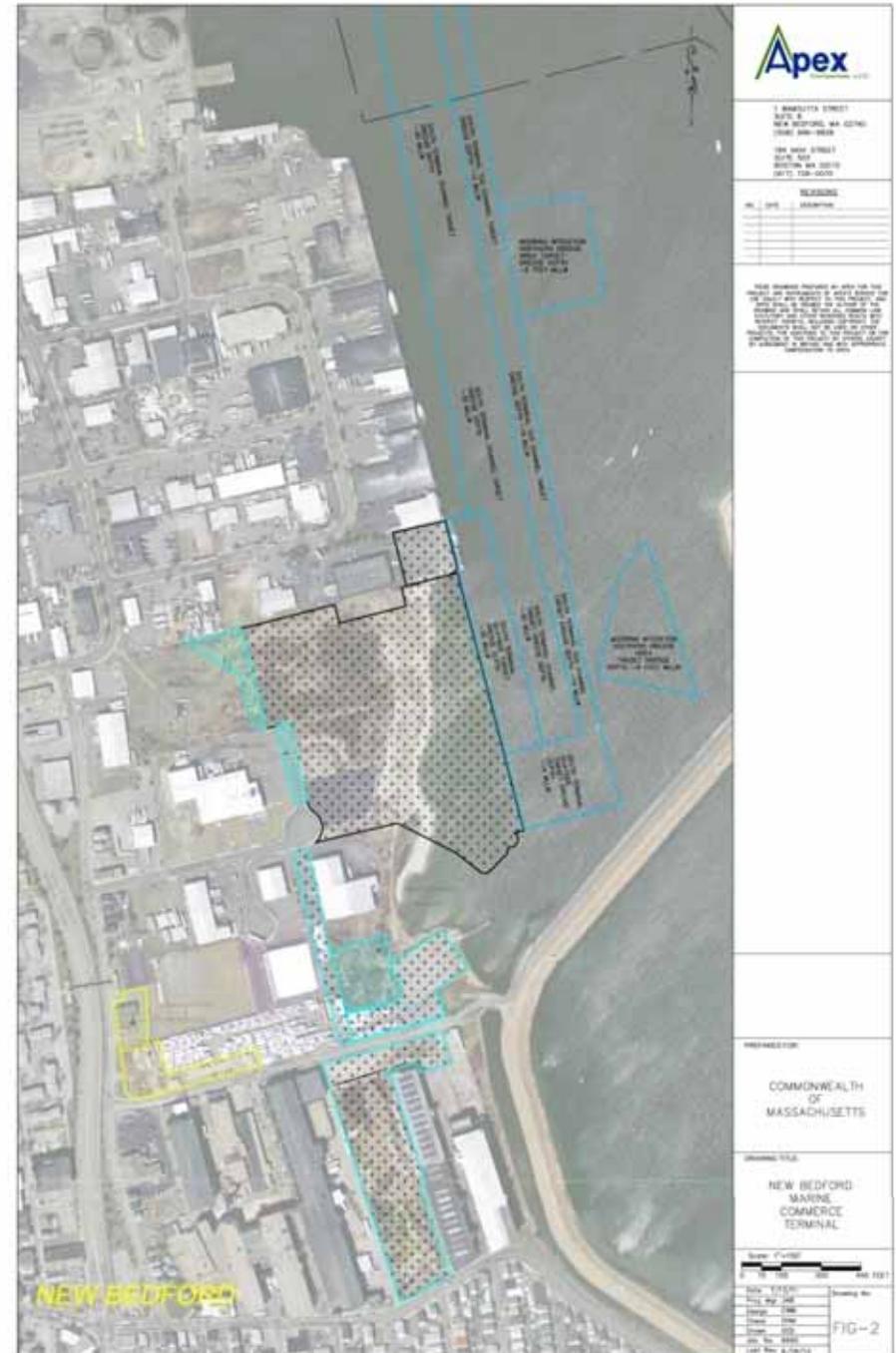
NEW BEDFORD MARINE COMMERCE TERMINAL

- Similar Experiences:
 - Bremerhaven, Germany
 - Founded in 1827.
 - Large fishing port.
 - Serious economic decline in 1980s and 1990s.
 - Transformed itself as an offshore wind staging location.
 - Huge economic upturn based on offshore wind construction, servicing, and staging.
 - Cuxhaven, Germany - Similar experiences.



LANDSIDE COMPONENTS

- Facility approx. 28 acres.
- 1000 foot extension of existing South Terminal Bulkhead.
- Filling behind bulkhead.
- Access Roads (primary):
 - Blackmer Street
- Secondary Access:
 - Gifford Street
 - Cove Street



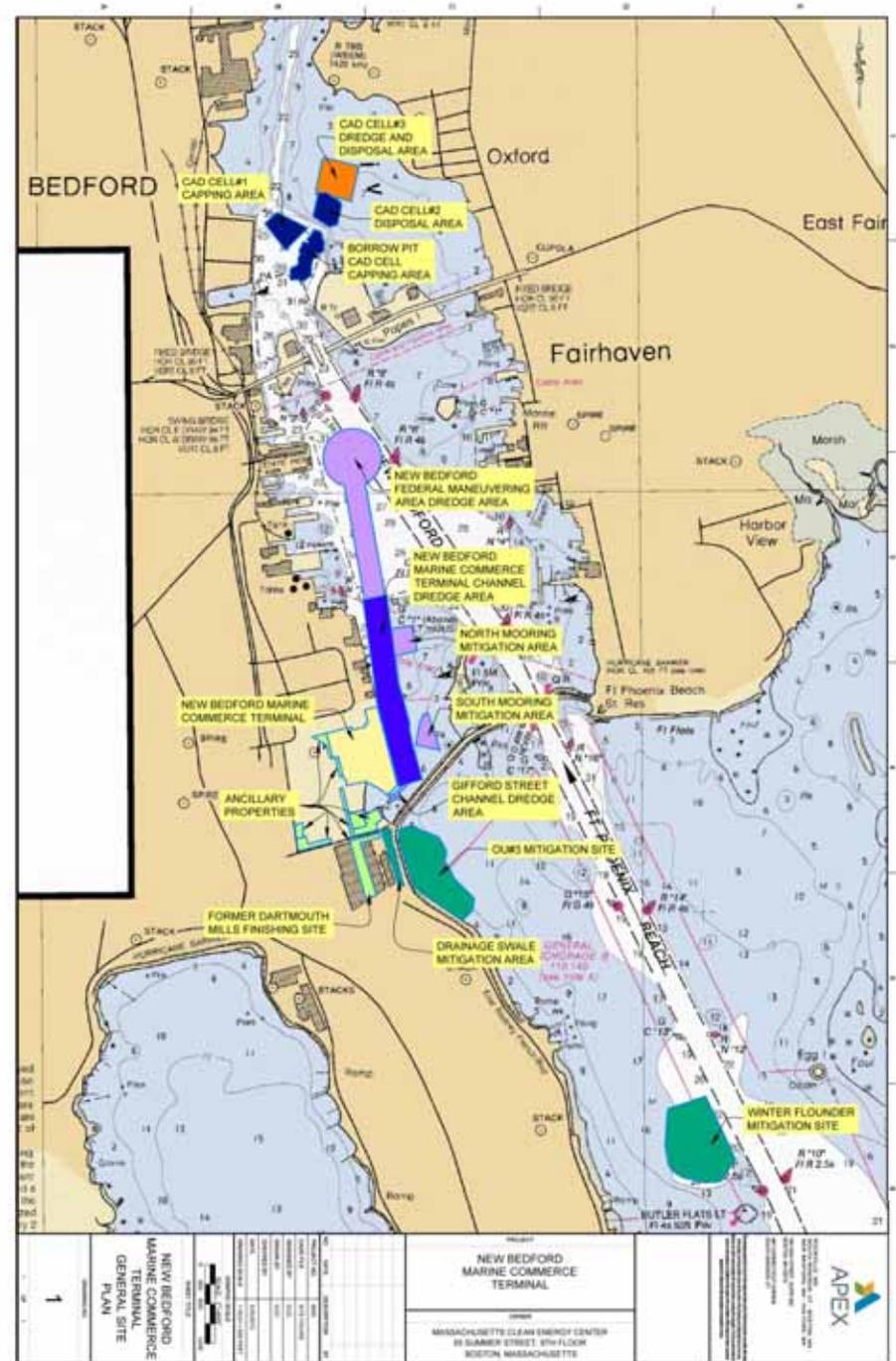
WATERSIDE COMPONENTS

- Channel is 175 feet wide (-30 MLLW).
- Tug channel to east is 100 feet wide (-14 MLLW).
- Boat basin in front of terminal is 350-375 feet wide.



NAVIGATION TO FACILITY

- Vessels enter through Federal Channel, turn in front of State Pier, and transit directly to facility along new navigational channel.



FISHING VESSEL LANE

- Channel is designed to preserve commercial fishing space adjacent to South Terminal.
- Large vessels cannot enter Fisherman's Lane; however, Commercial Fishermen can use the new channel.



MITIGATION FOR RECREATIONAL BOATING

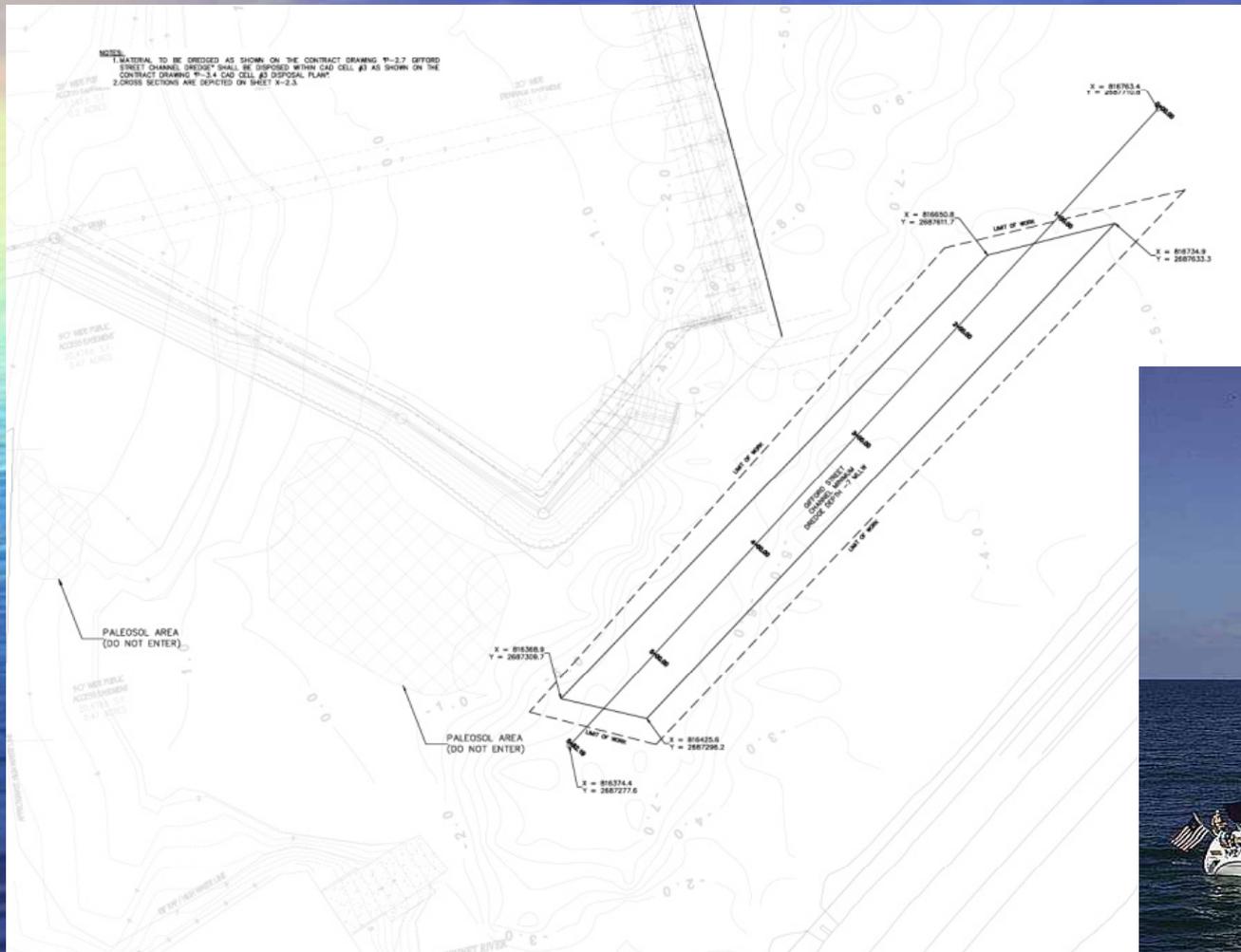


- Displaced moorings to be moved to currently inaccessible areas, which will be deepened to accommodate the vessels.



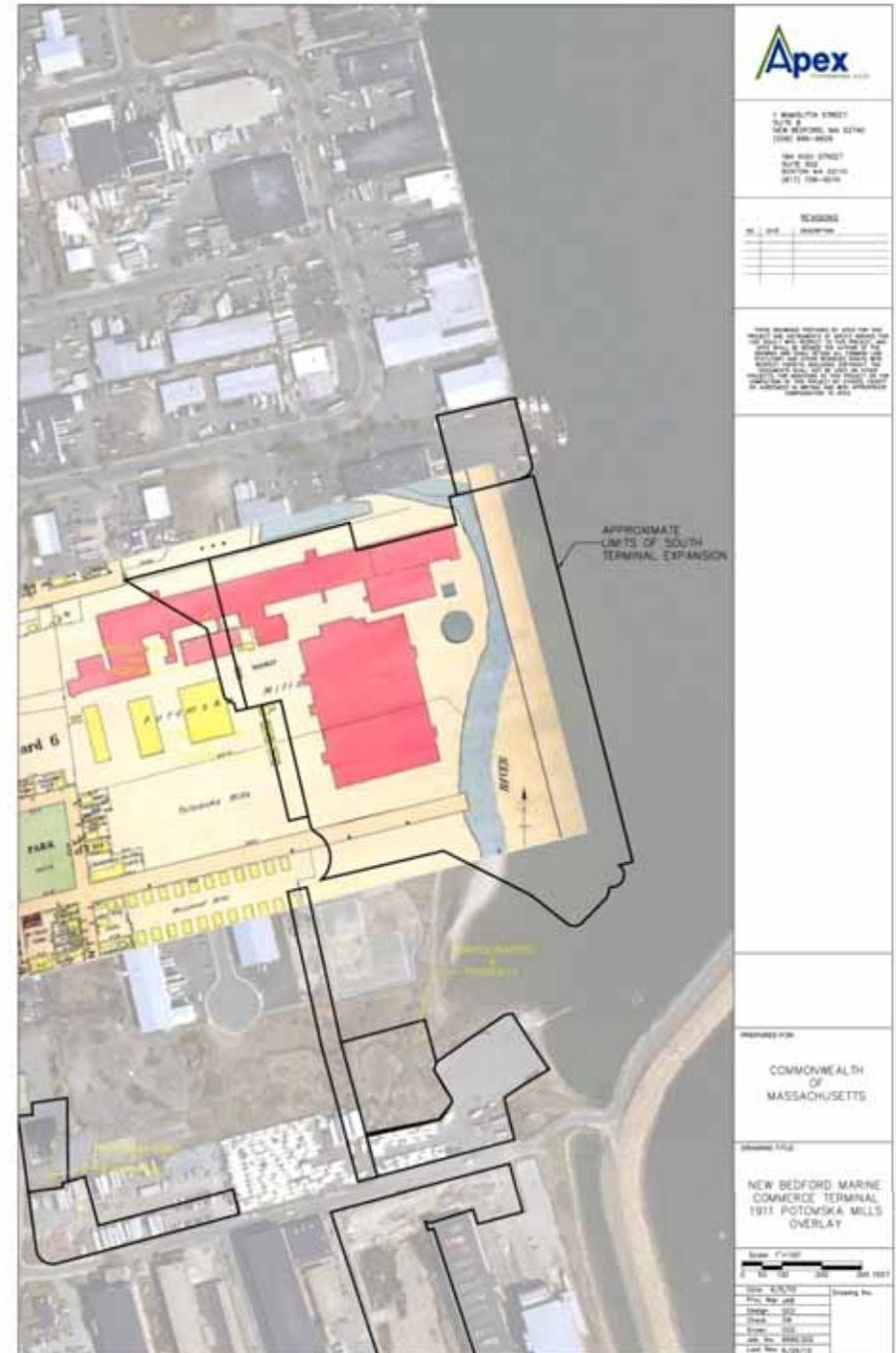
MITIGATION FOR RECREATIONAL BOATING

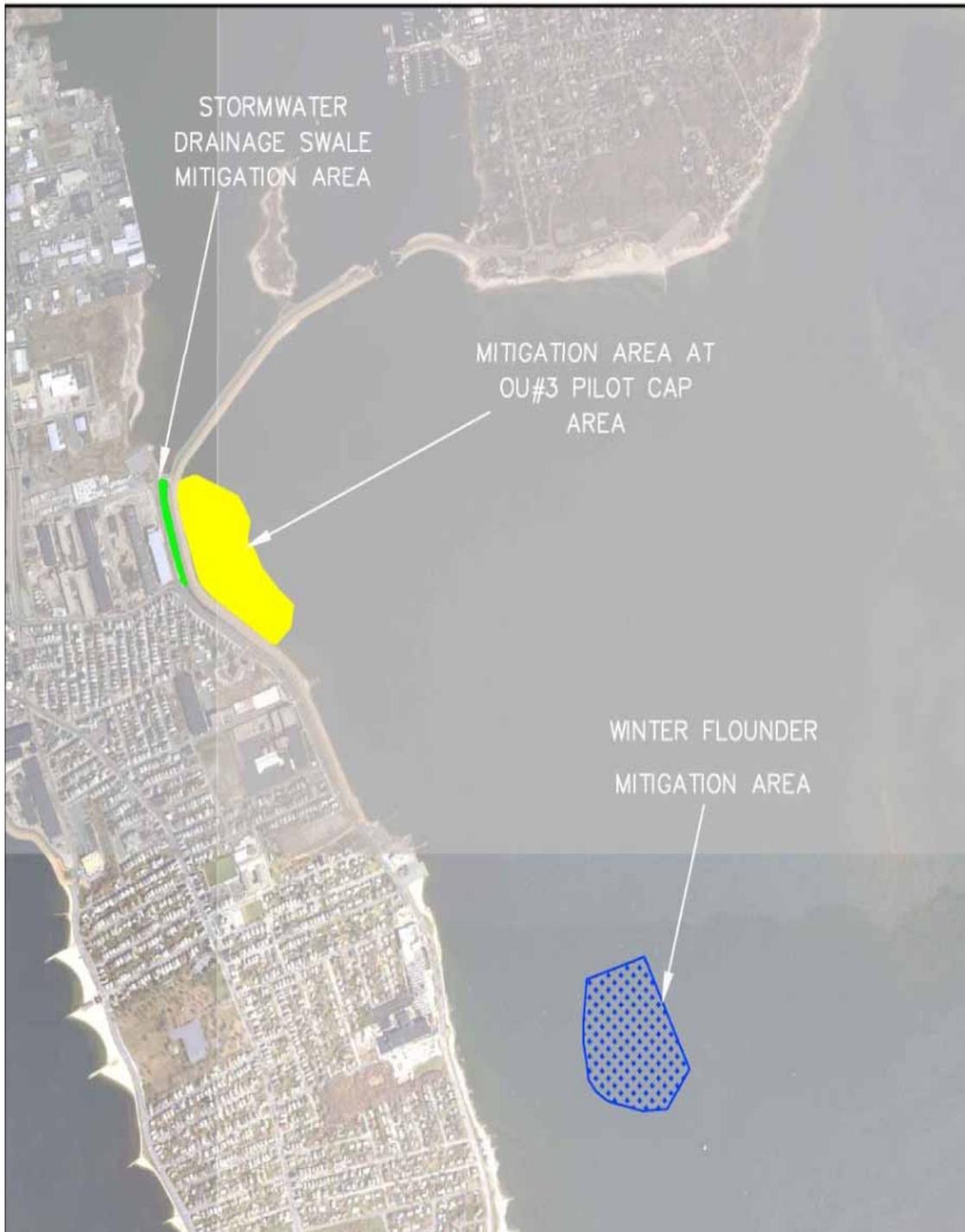
- Gifford Street Channel to be re-aligned to route recreational boats around the new facility.



UPLAND SITE HISTORY

- Former Potomska Mills Location.
- Building demolished in the 1930s.
- Site has been vacant since that time.
- Existing building debris, impacts to soil onsite.
- Former Dartmouth Finishing Site on southern end.



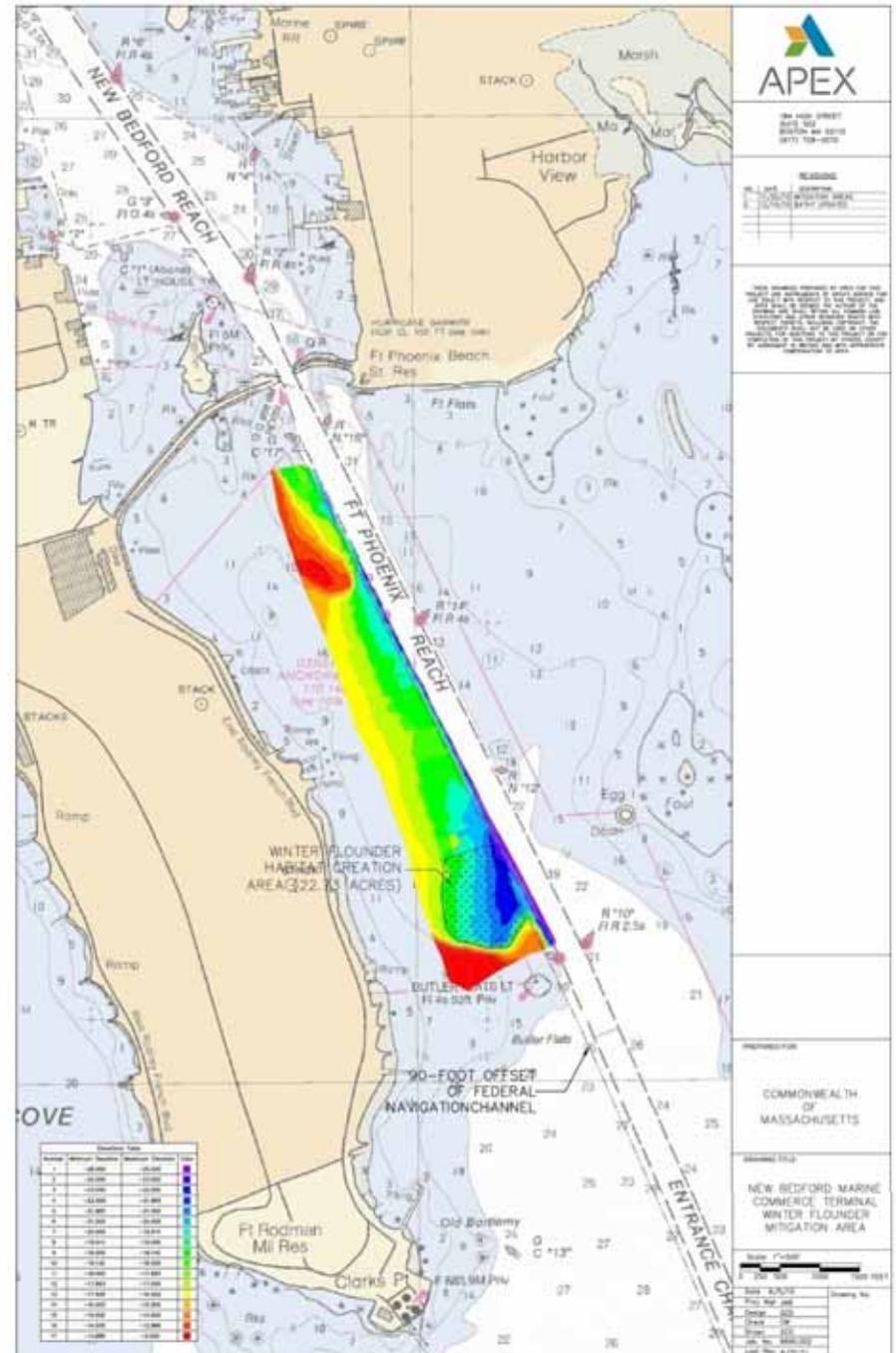


MITIGATION AREAS

- USEPA has mandated mitigation for the environmental impacts associated with filling and dredging.
- Mitigation consists of three projects:
 - ❑ Stormwater Drainage Swale Mitigation
 - ❑ OU-3 Cap Mitigation
 - ❑ Winter Flounder Mitigation Area

WINTER FLOUNDER MITIGATION AREA

- Objective: To create Winter Flounder spawning habitat to replace that impacted by the project.
- Winter Flounder spawn at elevations less than -15 MLLW.
- Project will shallow an area deeper than -16 MLLW to create approximately 23 acres of new habitat.



OU-3 CAPPING AREA

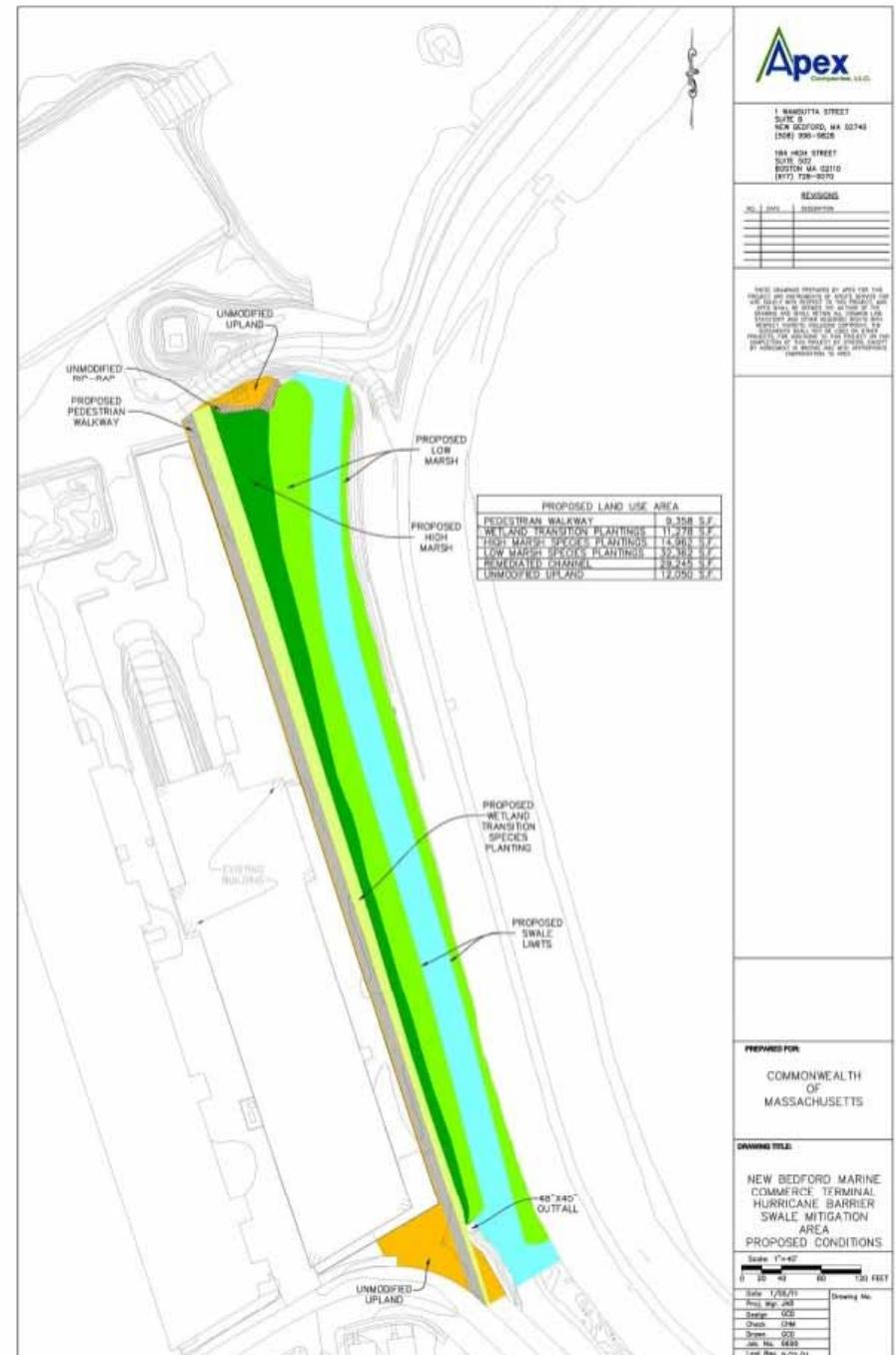


- Objective: To cap PCB impacted sediment in order to reduce PCB exposure to fish and benthic species.
- Project will cap area adjacent to hurricane barrier and will create intertidal area to replace that lost at the NBMCT location.

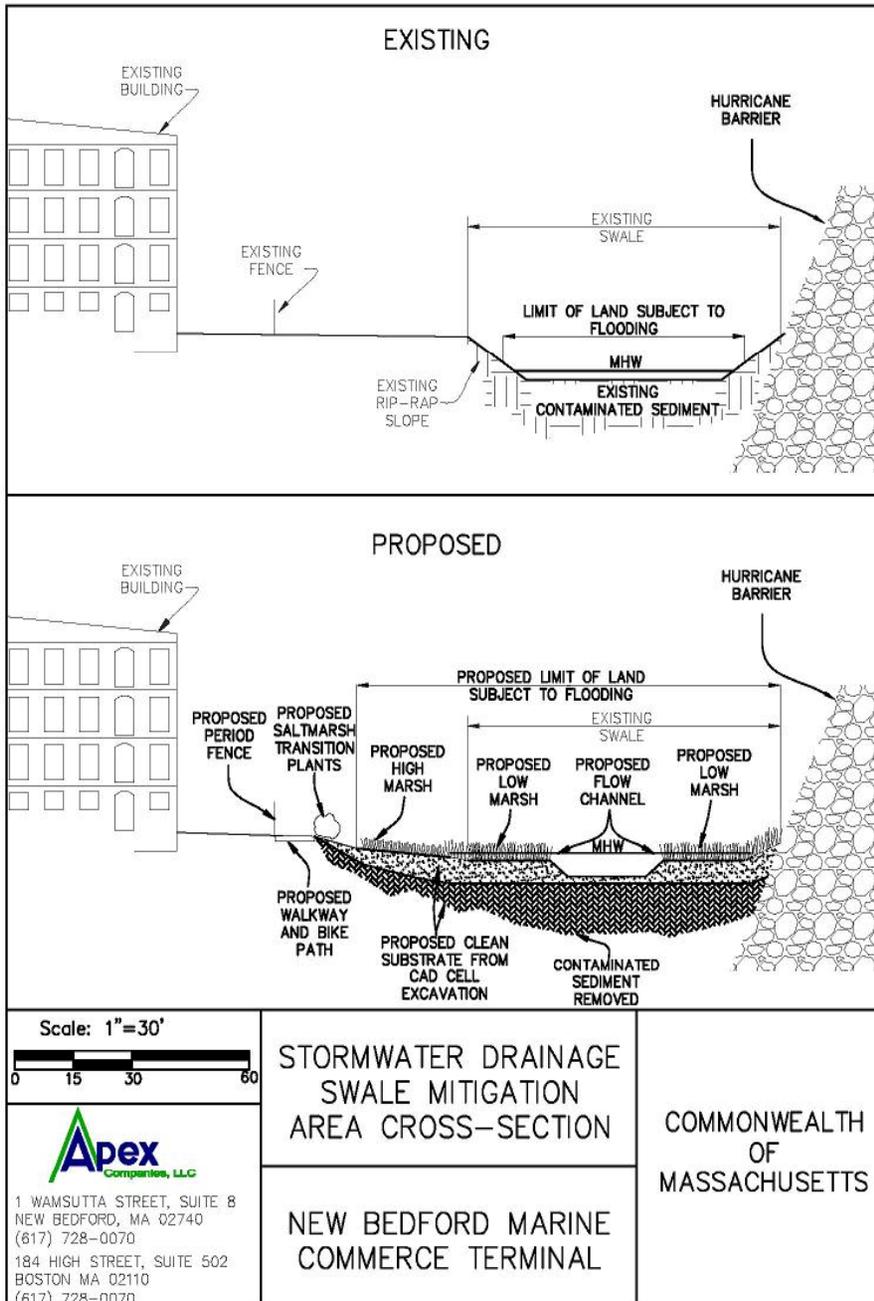


STORMWATER DRAINAGE SWALE MITIGATION AREA (PROPOSED CONDITIONS)

- Objective: To create and enhance high marsh and low salt marsh area and extend existing bike path north to Gifford Street.
- Re-grading, capping, and planting of wetland plant species.
- Extension of bike path, lighting, and split-rail fence.



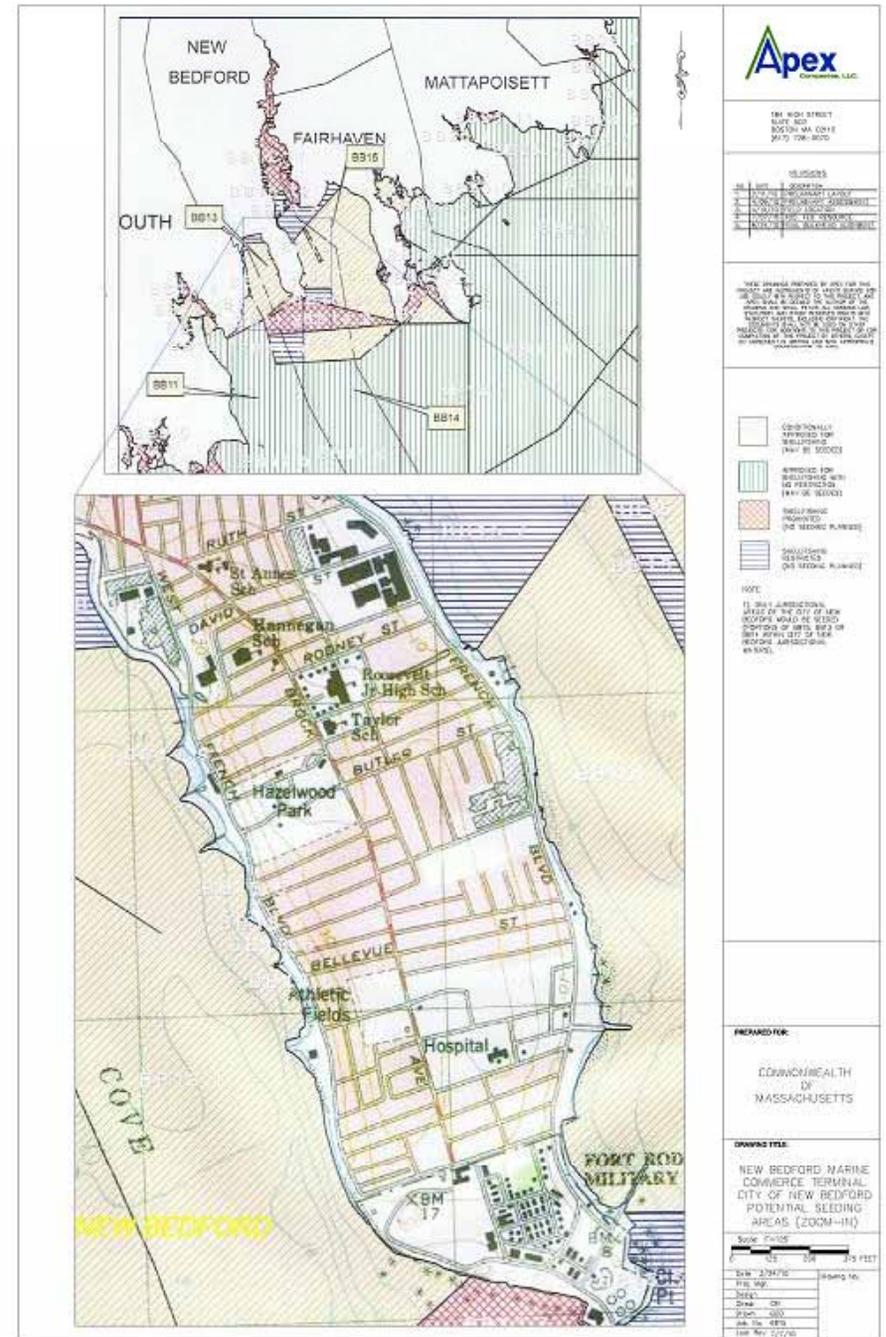
STORMWATER DRAINAGE SWALE MITIGATION AREA



- Will not impact flow regime within drainage swale.
- Will create or enhance salt marsh, which will compensate for salt marsh and other wetlands that will be destroyed during construction of NBMCT.

SHELLFISH MITIGATION

- Seeding program.
- No relay of shellfish.
- Process to be led by MassDMF.
- Seeding in areas acceptable for harvesting.
- Some shut-down in seeding areas to allow for depuration and/or growth of seed.
- Process will be over multiple years to minimize shut-down.

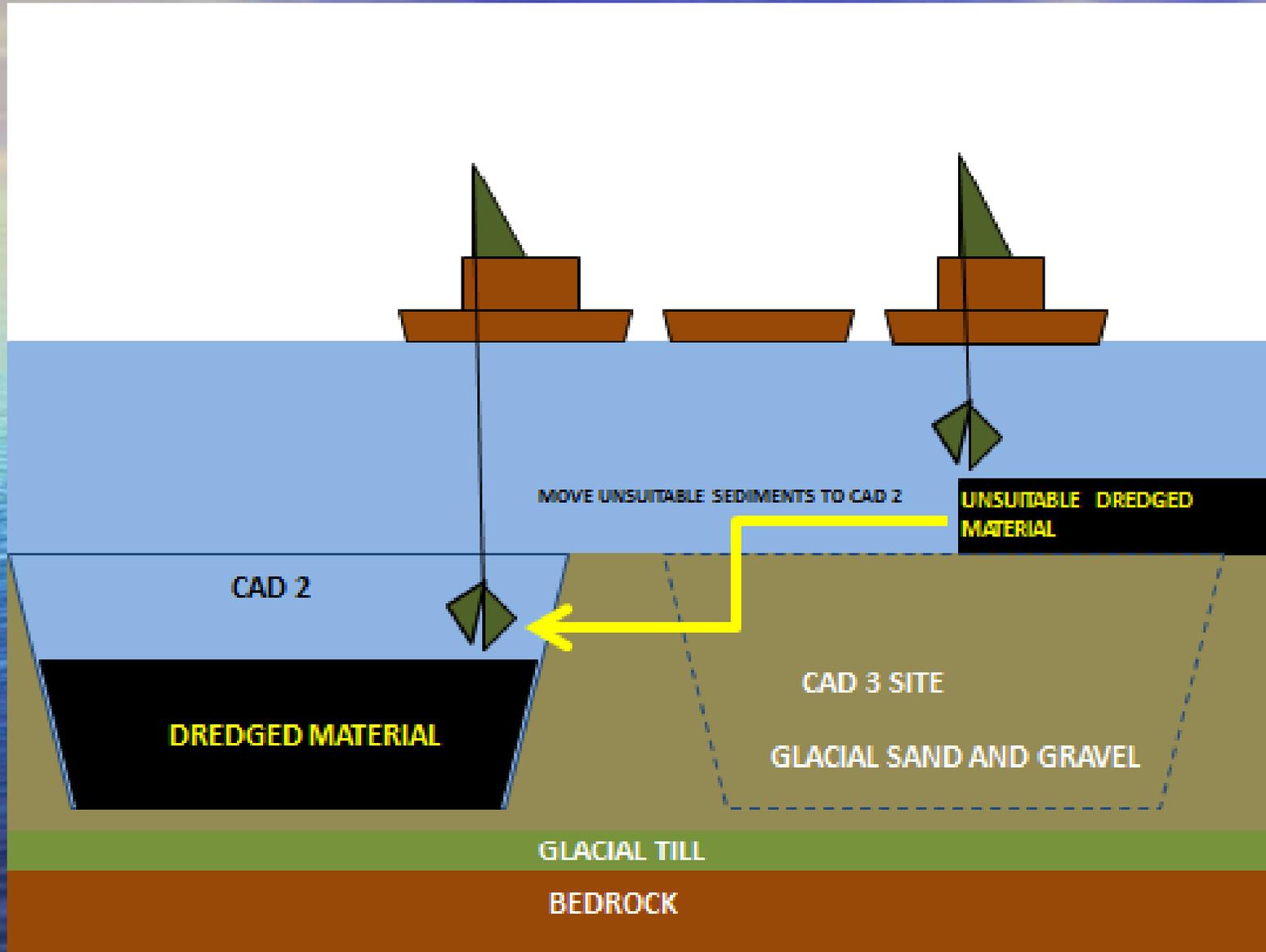


PROJECT SEQUENCING

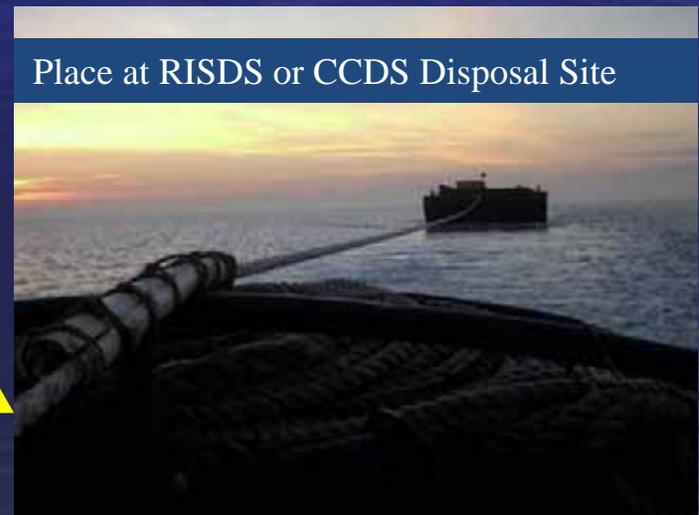
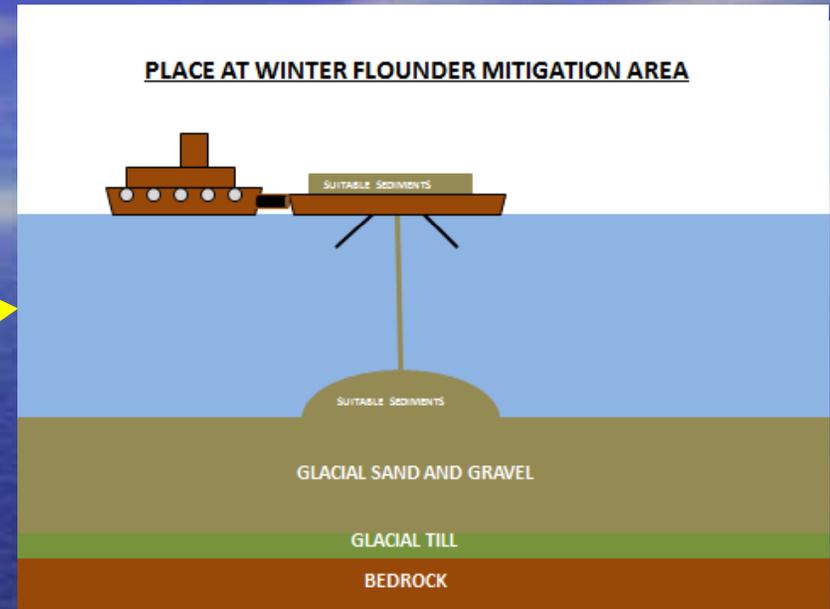
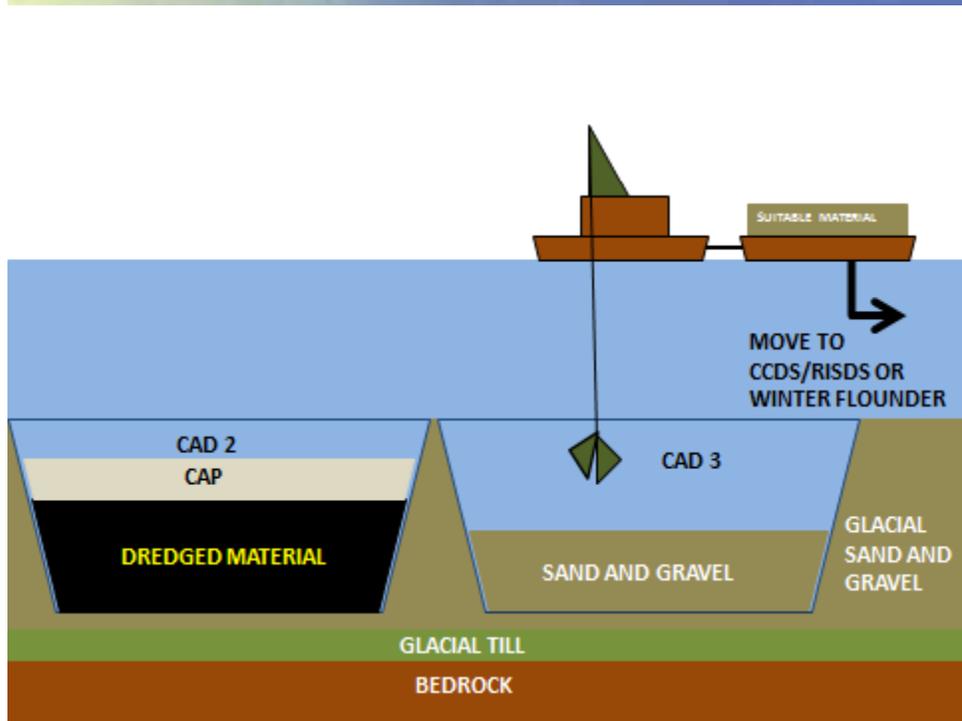
1. MOBILIZATION



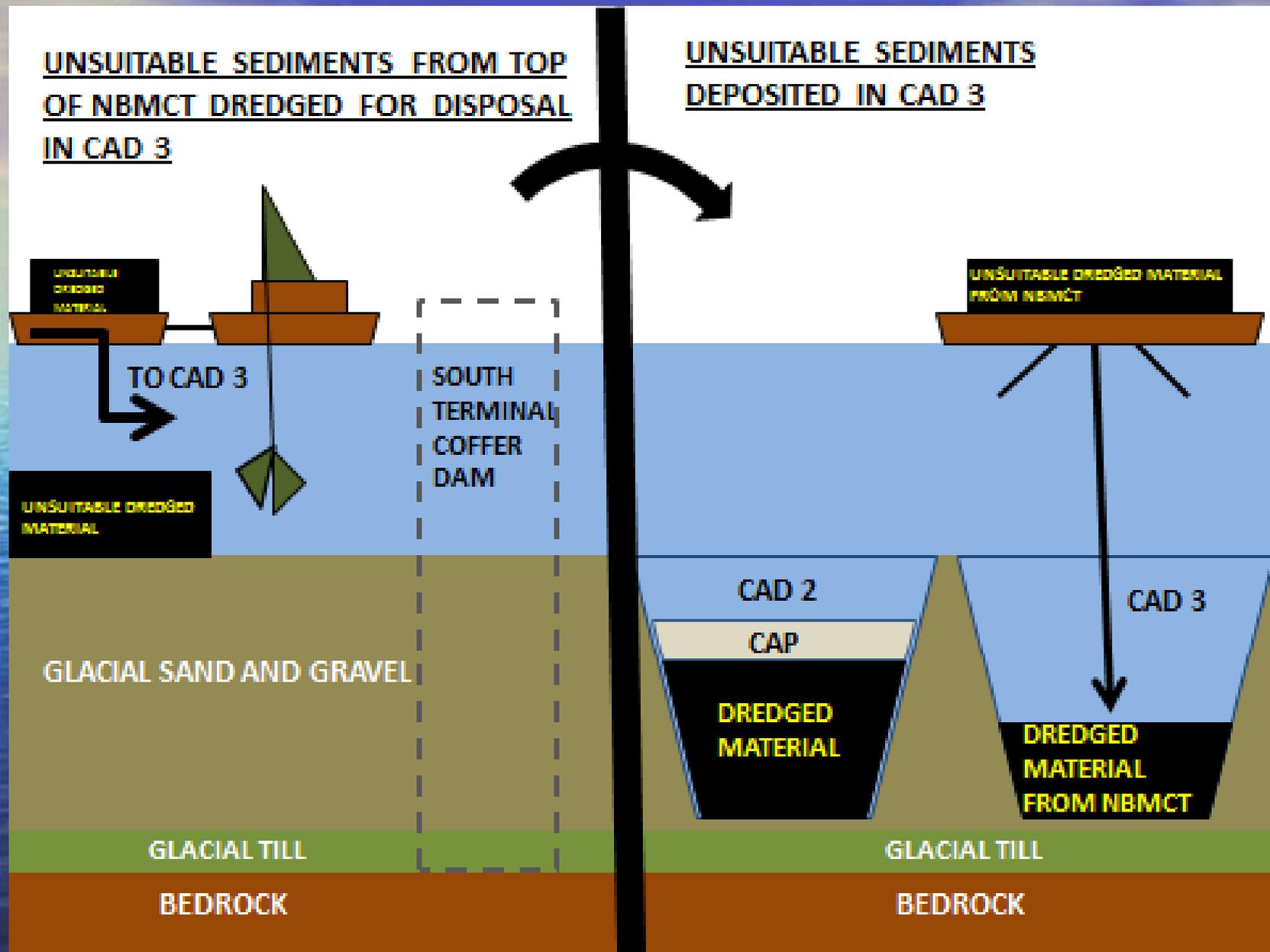
STEP 2: DREDGE TOP OF CAD #3 - PLACE INTO CAD #2



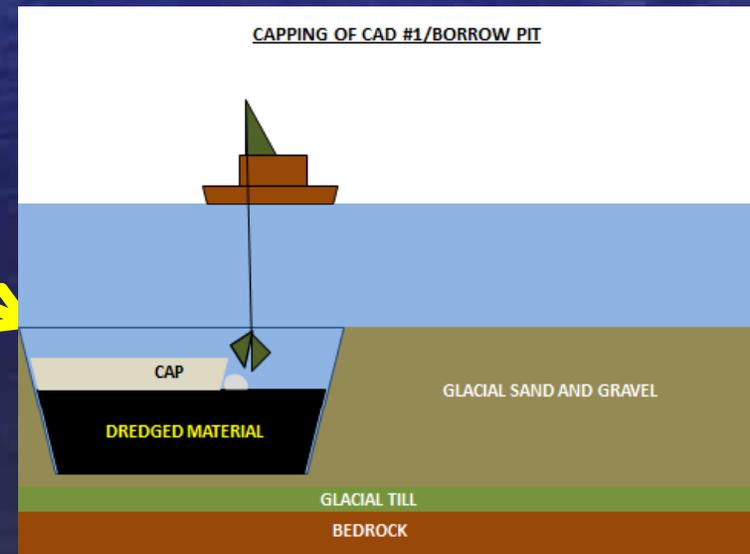
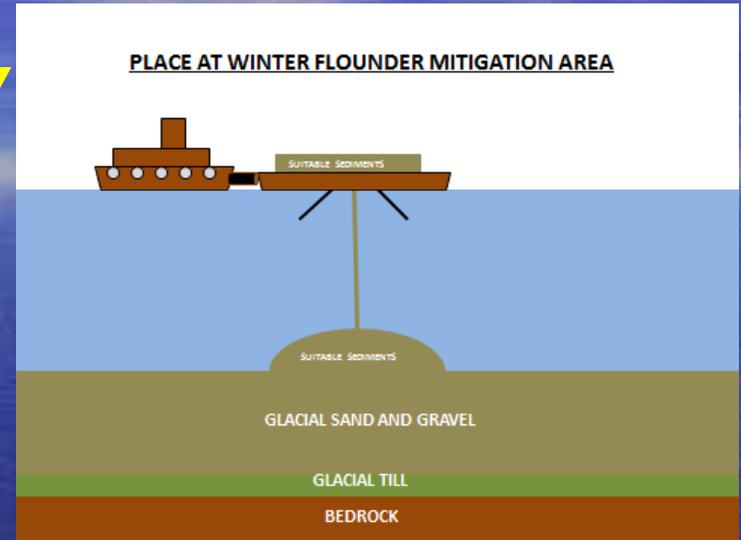
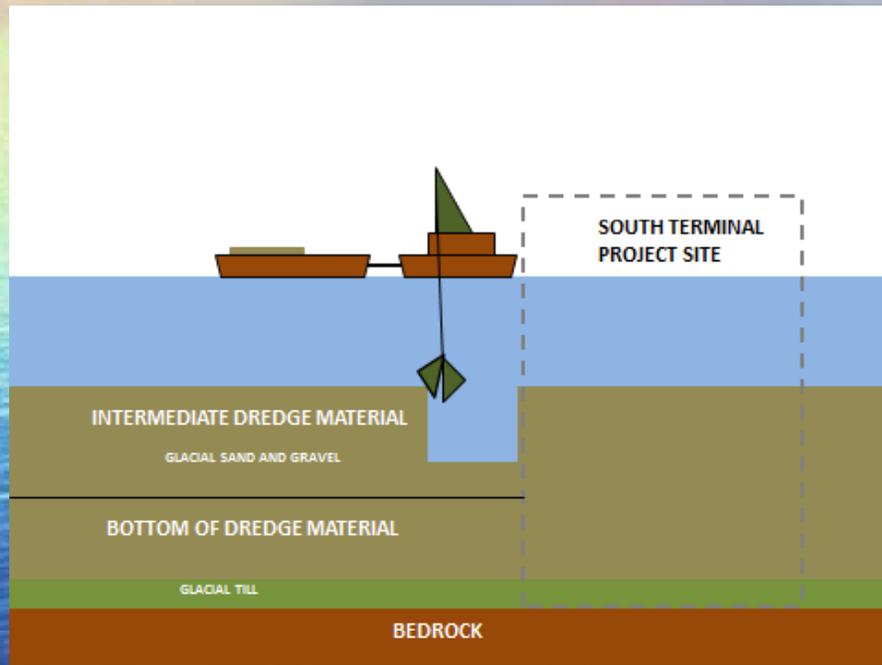
STEP 3: REMOVE PARENT MATERIAL FROM CAD #3



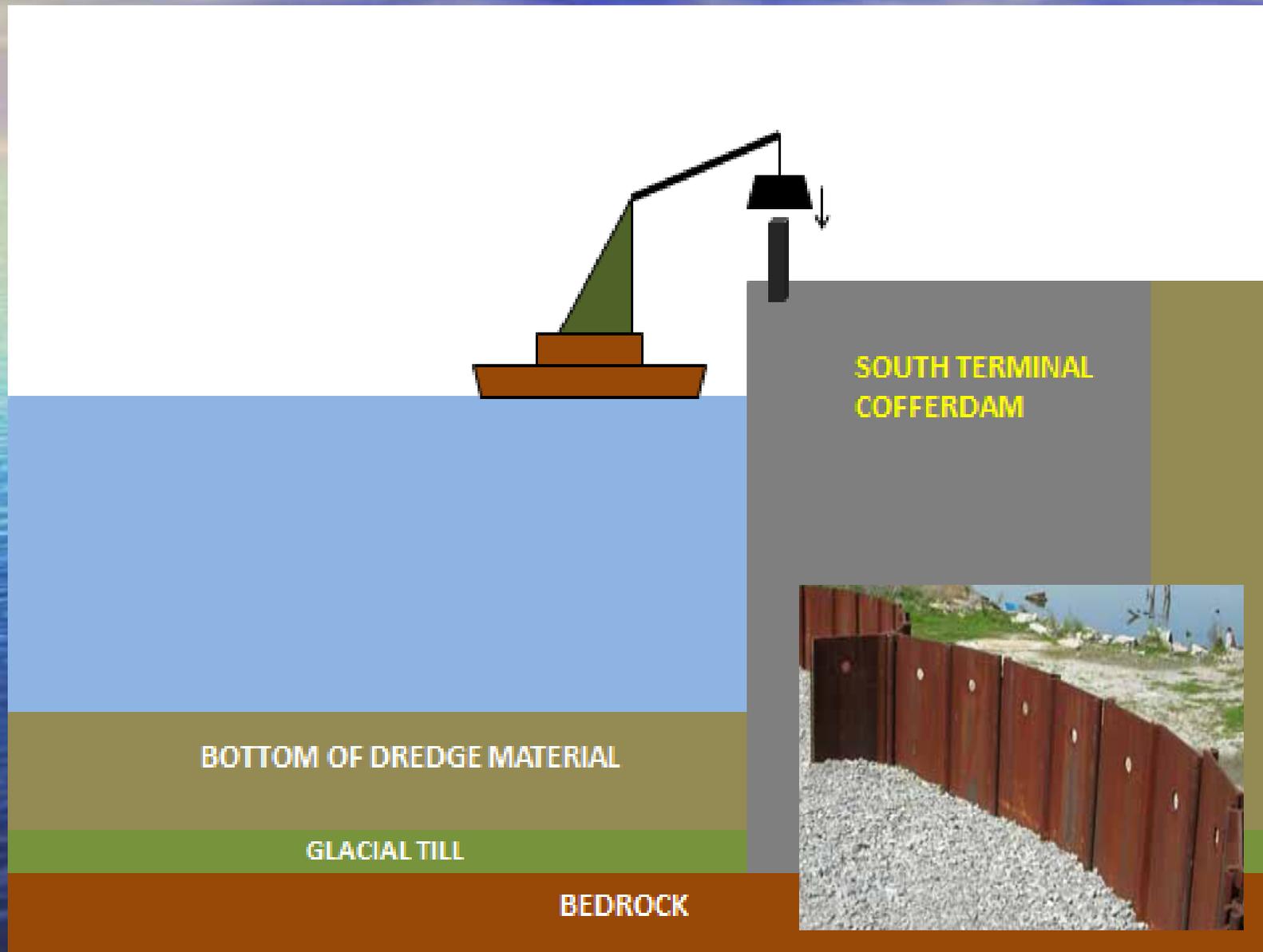
STEP 4: DREDGE “TOP-OF-DREDGE”



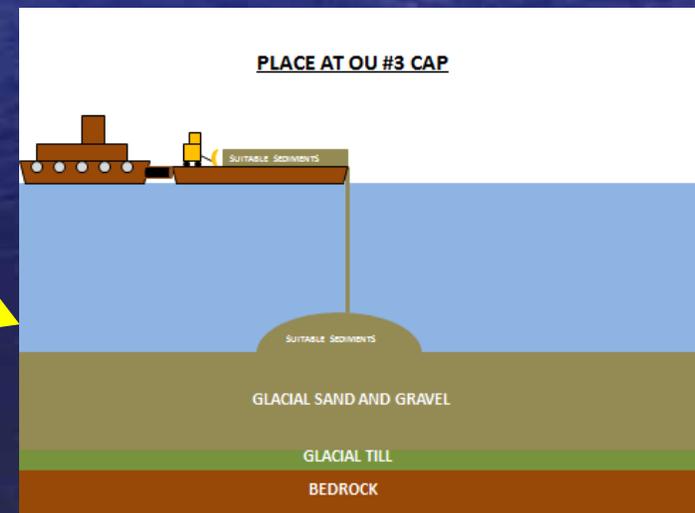
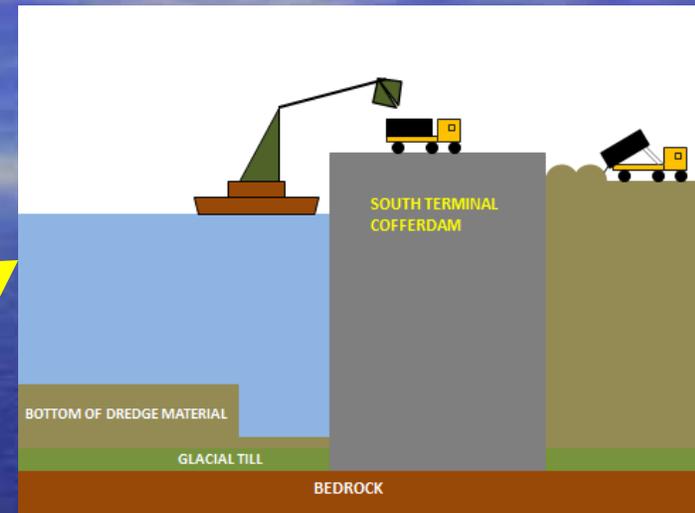
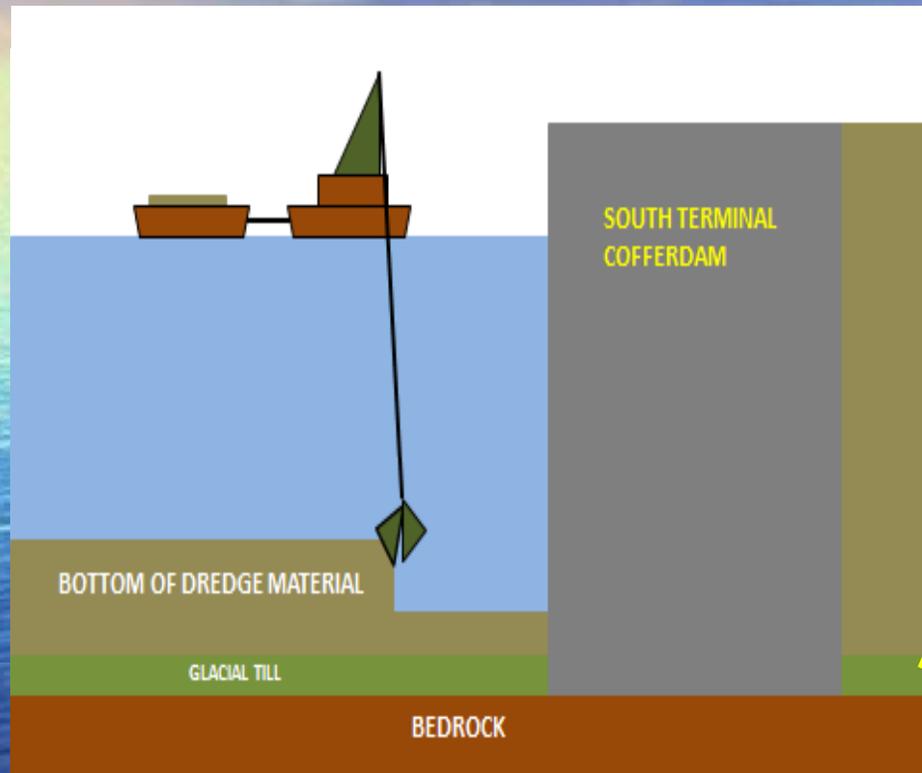
STEP 5: DREDGE “INTERMEDIATE DREDGE”



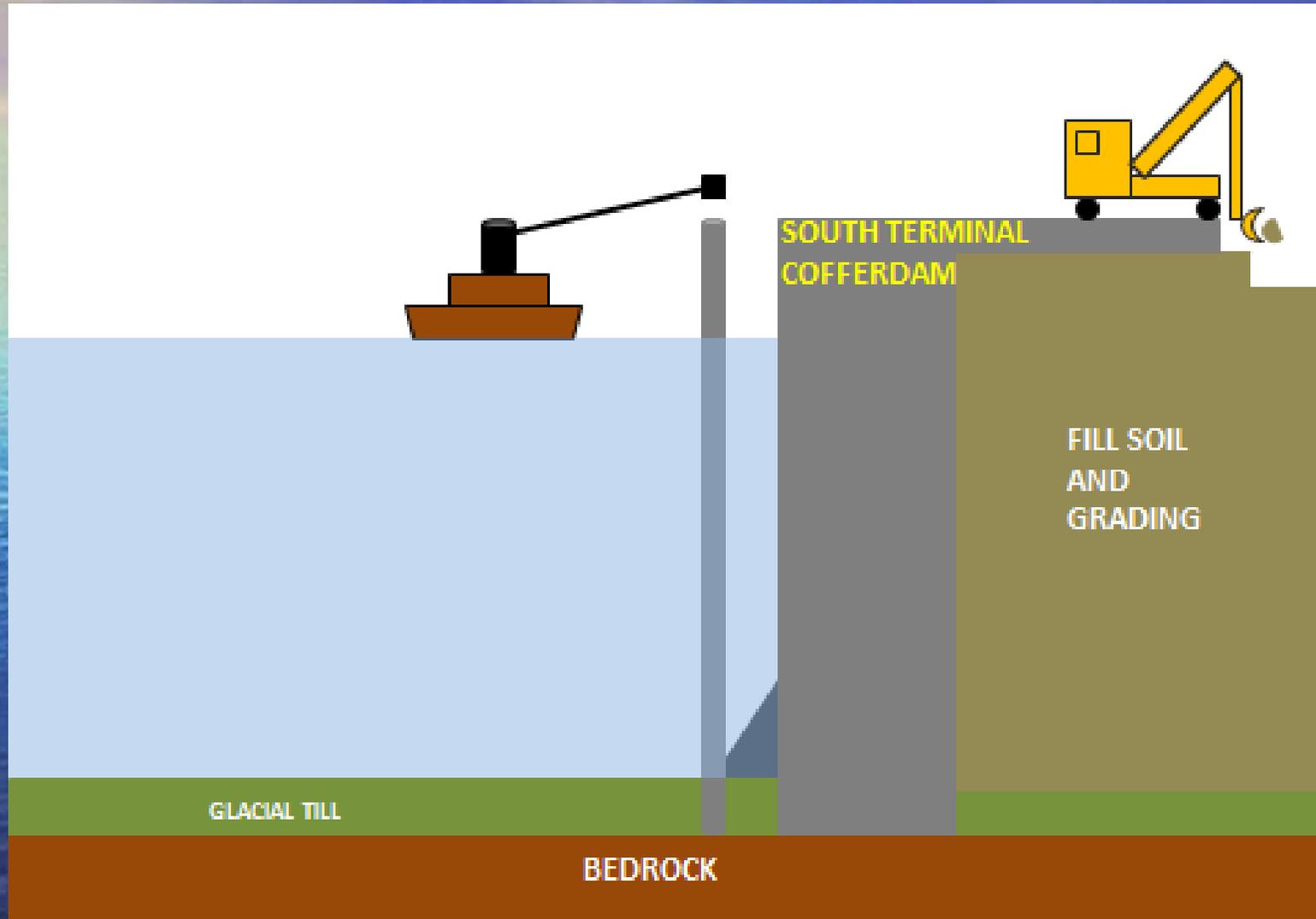
STEP 6: INSTALL COFFERDAM



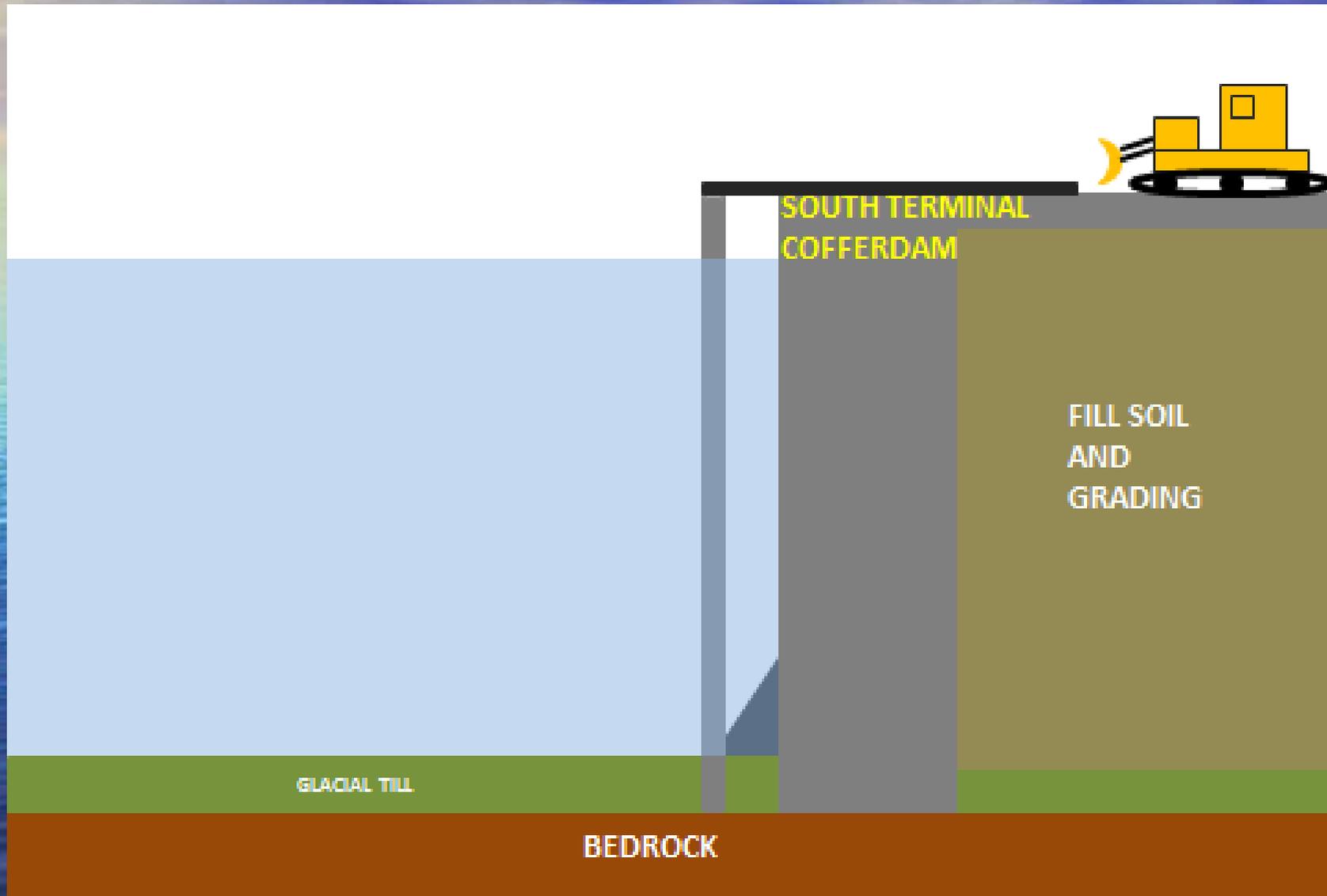
STEP 7: DREDGE “BOTTOM-OF-DREDGE”



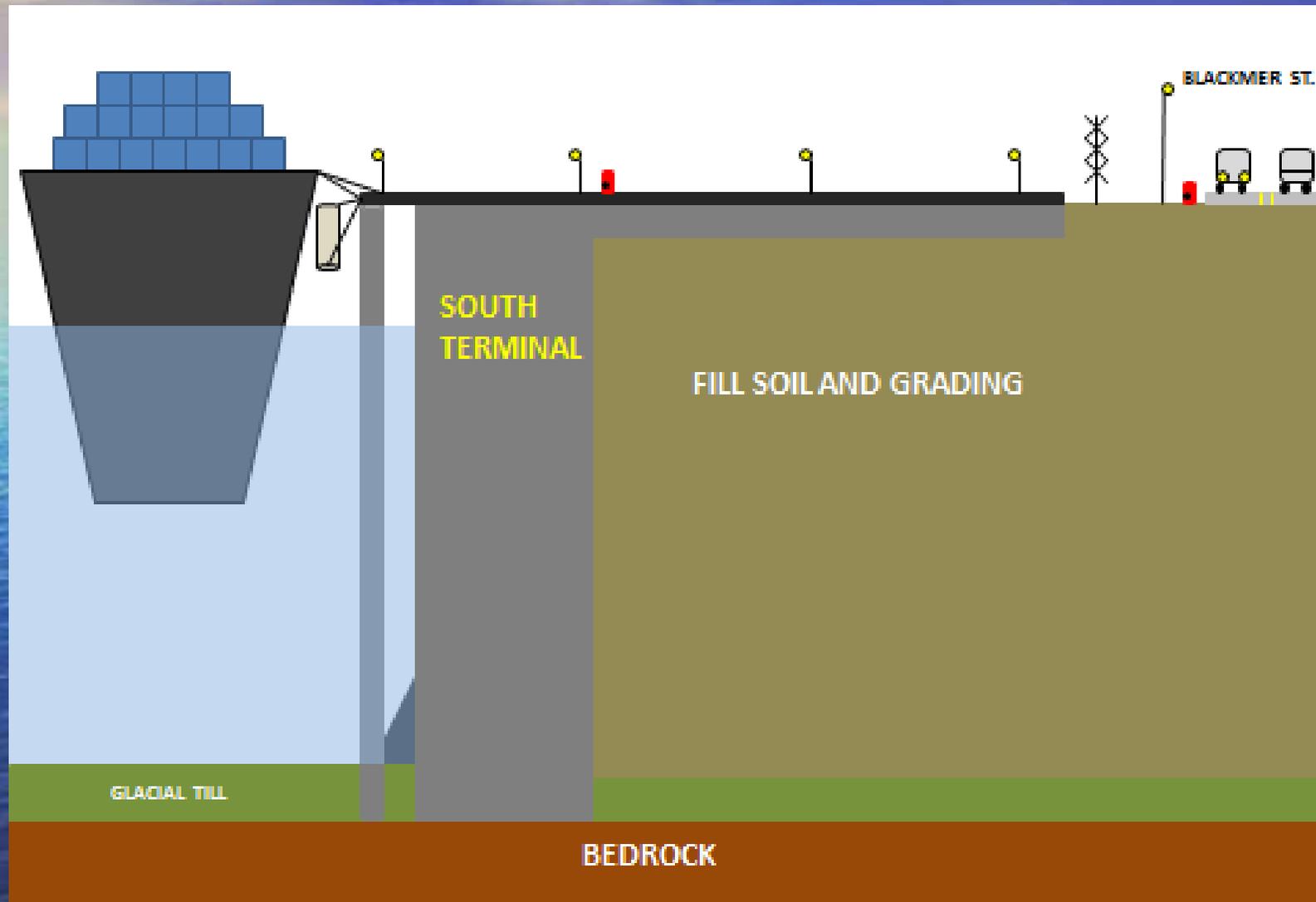
STEP 8: UPLAND GRADING AND SITE WORK



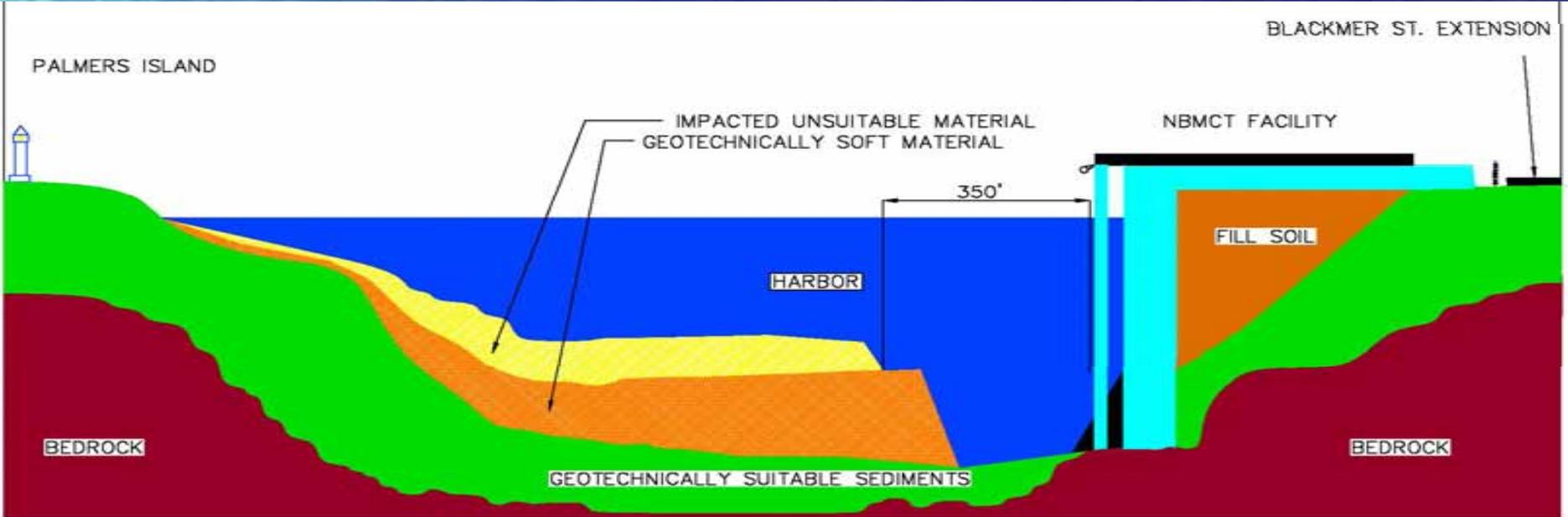
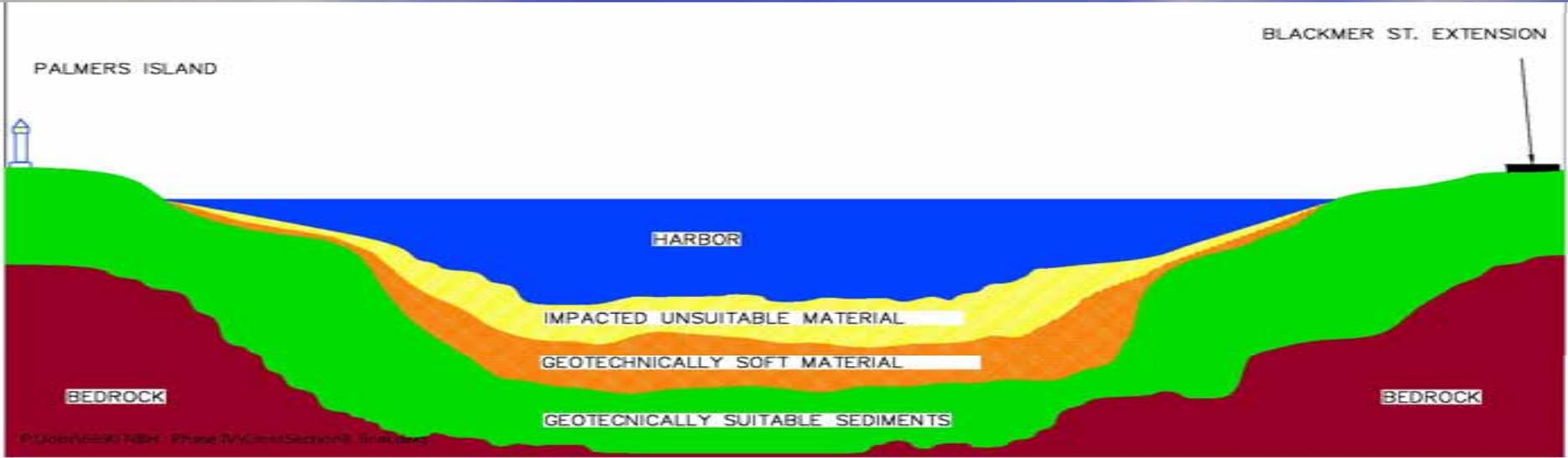
STEP 9: SITE WORK AND LAYDOWN AREAS



STEP 10: APPURTENANCES



STYLIZED CROSS-SECTION LOOKING SOUTH: "BEFORE AND AFTER"



OPERATIONAL TERMINAL

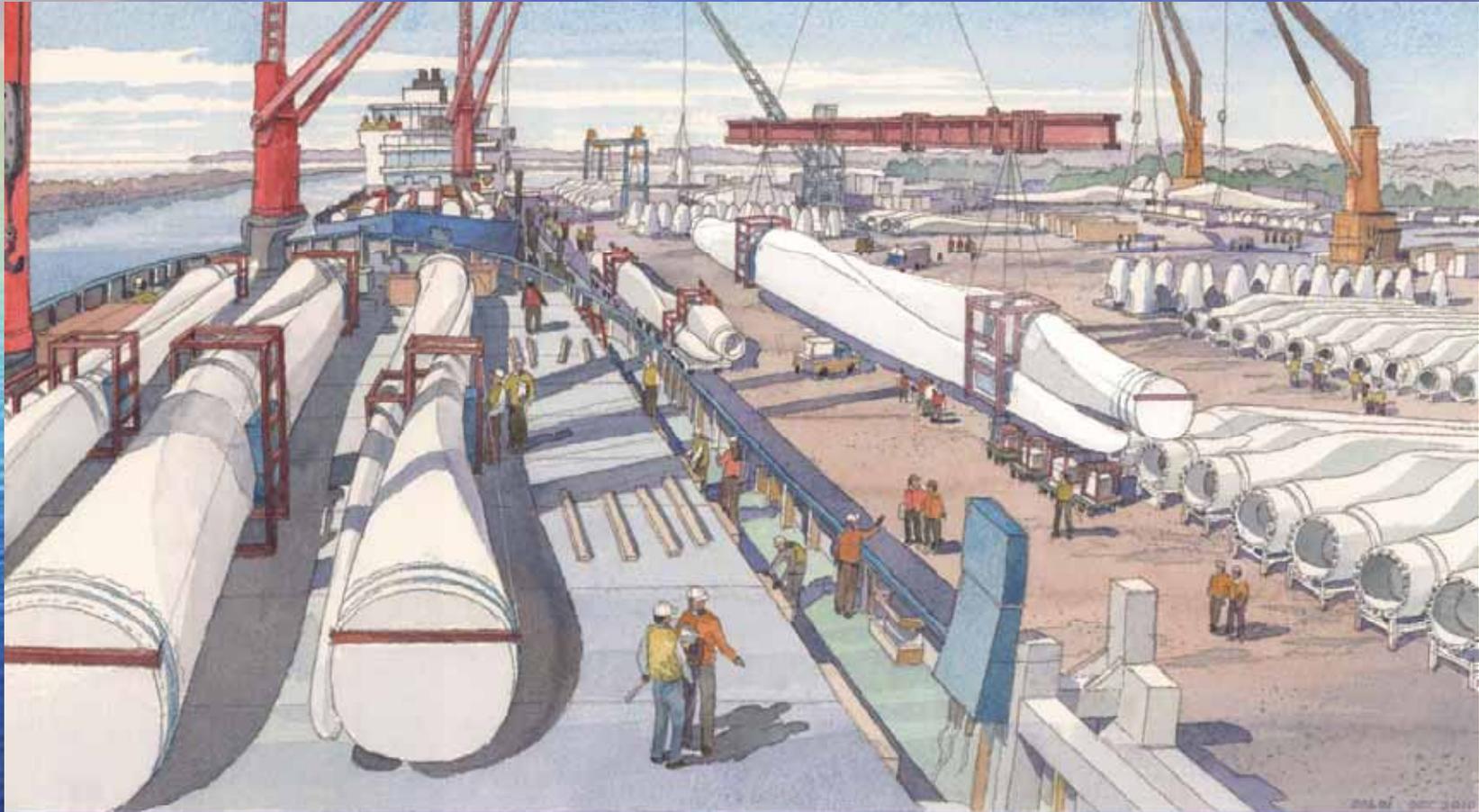


FOR MORE INFORMATION:

- EPA WEBSITE: www.epa.gov/nbh
- EOEEA WEBSITE:
[www.mass.gov/eea/ocean-coastal/
management/serth/](http://www.mass.gov/eea/ocean-coastal/management/serth/)



Questions?



New Bedford Marine Commerce Terminal