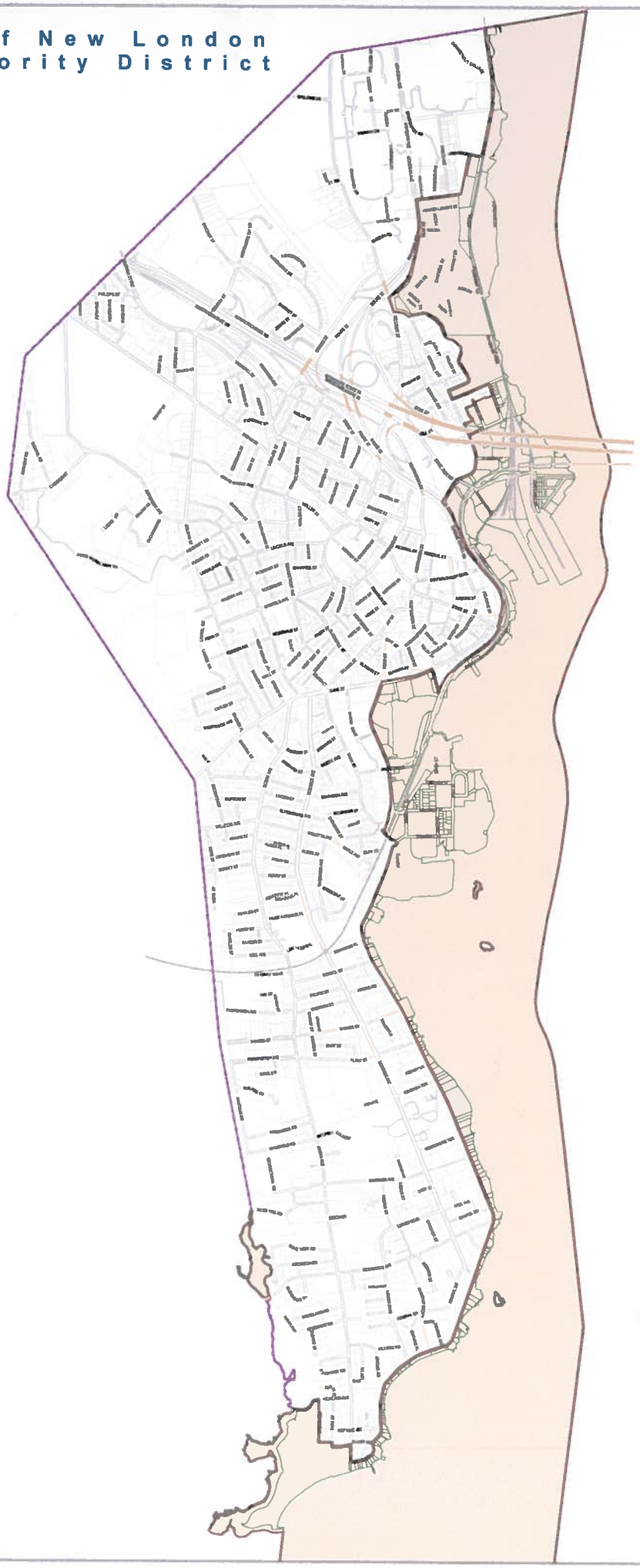
City of New London Port Summary

CT Port Authority Working Group

December 1, 2014

The City of New London
Port Authority District



Legend

- Bridge
- Railroad
- PAdistrict Parcel
- PADistrict
- Townline
- Property line

1,000 500 0 1,000 2,000 Feet

1 inch = 1,000 feet

Prepared by The City of New London
Information Technology Division

Date August 2010

Appendix A

ORDINANCE NUMBER. 11-01-10-7

ADOPTED: NOV 1 2010

SIGNED:_____
MAYOR

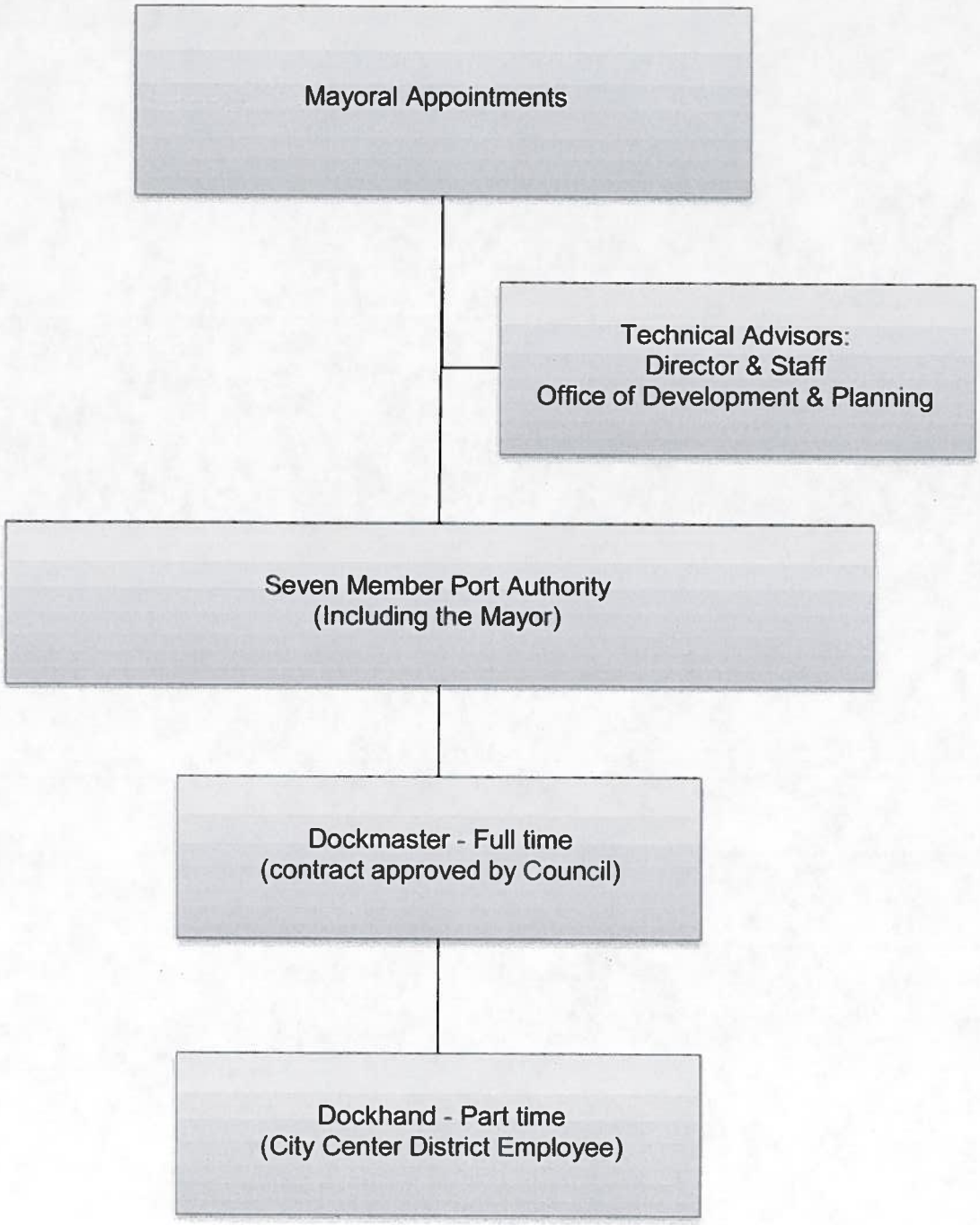
COUNTERSIGNED:_____
CITY CLERK
Michael J Tranchida, City Clerk

New London Harbor Related Agencies Comparison Table

	Port Authority	Harbor Management Commission	Harbor Improvement Agency
Statutory Authority	CGS 7-329a to 7-329u	CGS 22a-113k to 22a-113t	CGS 13b-56 to 13b-57
Established by Municipal Ordinance or Vote/Status	Required by Council Vote/Established Ord. No. 12-16-96-11 Ord. No. 10-19-09-5 Ord. No. 11-01-10-7 Ord. No. 11-01-10-8 Ord. No. 11-01-10-9* Ord. No. 12-20-10-6 *Not voted on. Replaced with Ord. No. 12-20-10-6	Required by Ordinance/ Established Ord. No. 11-01-10-8	Required by Council Approval/Established Ord. of 5-6-68 § 1-7 Ord. No. 12-20-10-6
Purpose	Oversight of the survey, development and operation of port facilities toward the furtherance of commerce and industry in the port district.	Prepare a Harbor Management Plan for the most desirable use of the harbor for recreation, commercial, industrial and other purposes.	Carry out a Harbor Improvement project. Prepare Harbor Improvement Plans
Powers	For complete description see attached copy of CGS sections		
Prepare Plans	Yes	Yes	Yes
Issue Bonds (incur debt)	Yes	No	Yes
Condemnation	Yes	No	Yes
Construct Structures	Yes	No	Yes
Acquire own lease, sell property	Yes	No	Yes
Develop/Enforce Regs	Yes	Yes (moorings)	No
Acquire/Operate Facilities	Yes	No	Possibly under redevelopment powers
Appointed by	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer
Membership	7 voting members per City Ordinance.	New London Port Authority	New London Port Authority
Other Agency Roles	May operate a Foreign Trade Zone	Other boards or agencies, including Port Authority may be designated a Harbor Management Commission	Any board, commission, agency or department may be designated as an HIA

City Of New London, Connecticut

Port Authority Organizational Chart



New London Port Authority

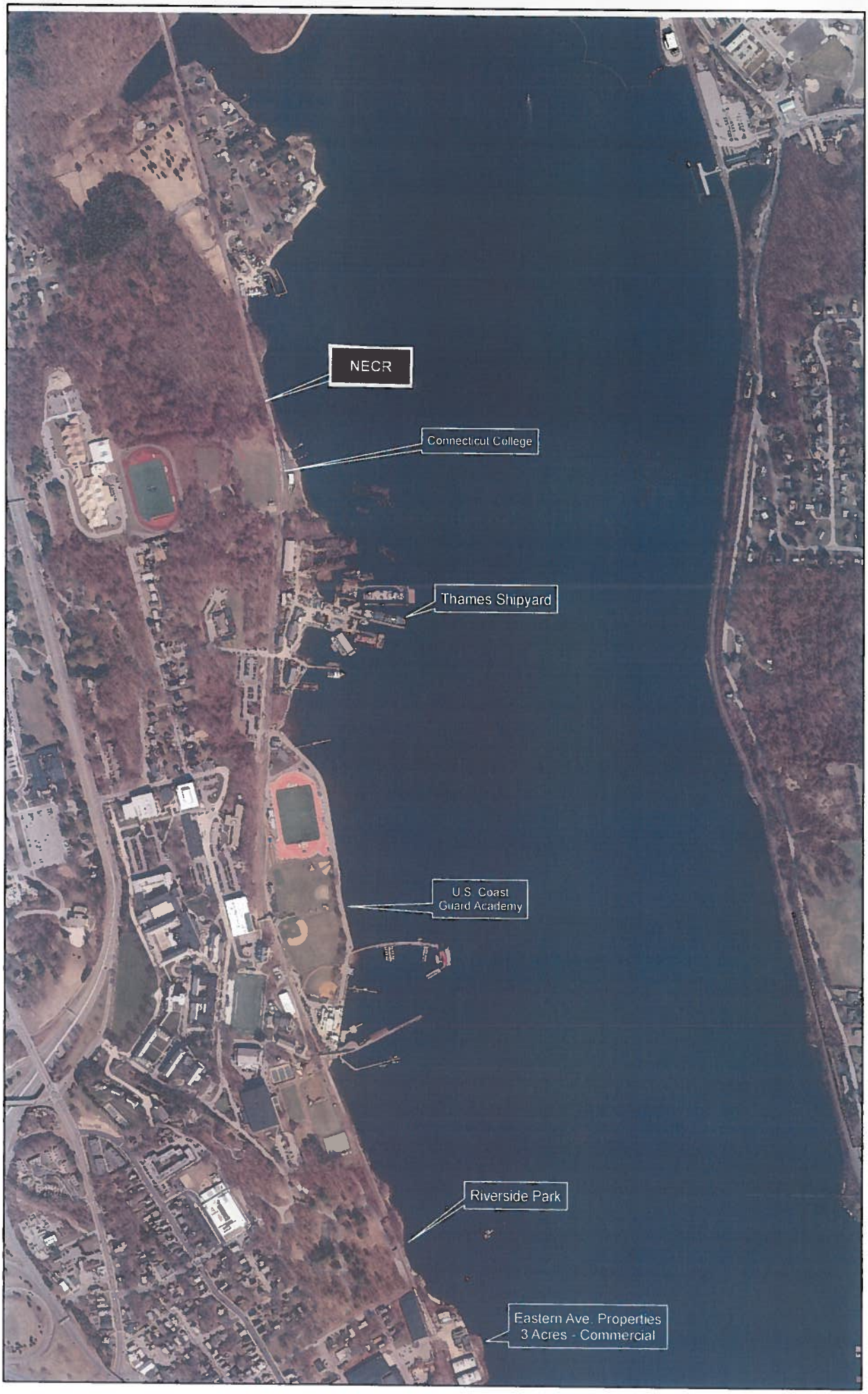
Three Year Expenses/Revenue Summary

Fiscal Year	Expenses		Revenue		Balance
13	Launch Service Maintenance Dockmaster	24,850	Mooring/Dockage Fees	10,797	(14,053)
14	Maintenance Dockmaster	9,745	Mooring/Dockage Fees	16,882	7,137
15 (year to date)	Maintenance Dockmaster	9,501	Mooring/Dockage Fees Waterfront Park Rental	15,113	5,612

6a


USCG Station
New London
Fort Trumbull
State Park
Fort Trumbull Marina
Wastewater Treatment Plant
Electric Boat
Engineering Campus
Ferry Slip Condominiums
125 Slips
Groons Harbor
Public Beach
A & W Marina
25 Slips
Burr's Marina
135 Slips • 25 Moorings
Thamesport Marina
113 Slips
Thames Yacht Club
Mitchell College


Eastern Ave. Properties
3 Acres - Commercial
I-95 S
I-95 N
DEEP Boat Launch
Amtrak
State Pier area
Thames Towboat Co.
Cross Sound Ferry Services
Future USCG
Museum
City Pier
Fishers Island
Ferry Terminal
Waterfront Park
City Moorings (41)
Crocker's Boatyard
230 Slips
New London
Seafood Distributors
USCG Station
New London


NECR
Connecticut College
Thames Shipyard
U S Coast Guard Academy
Riverside Park
Eastern Ave Properties
3 Acres - Commercial

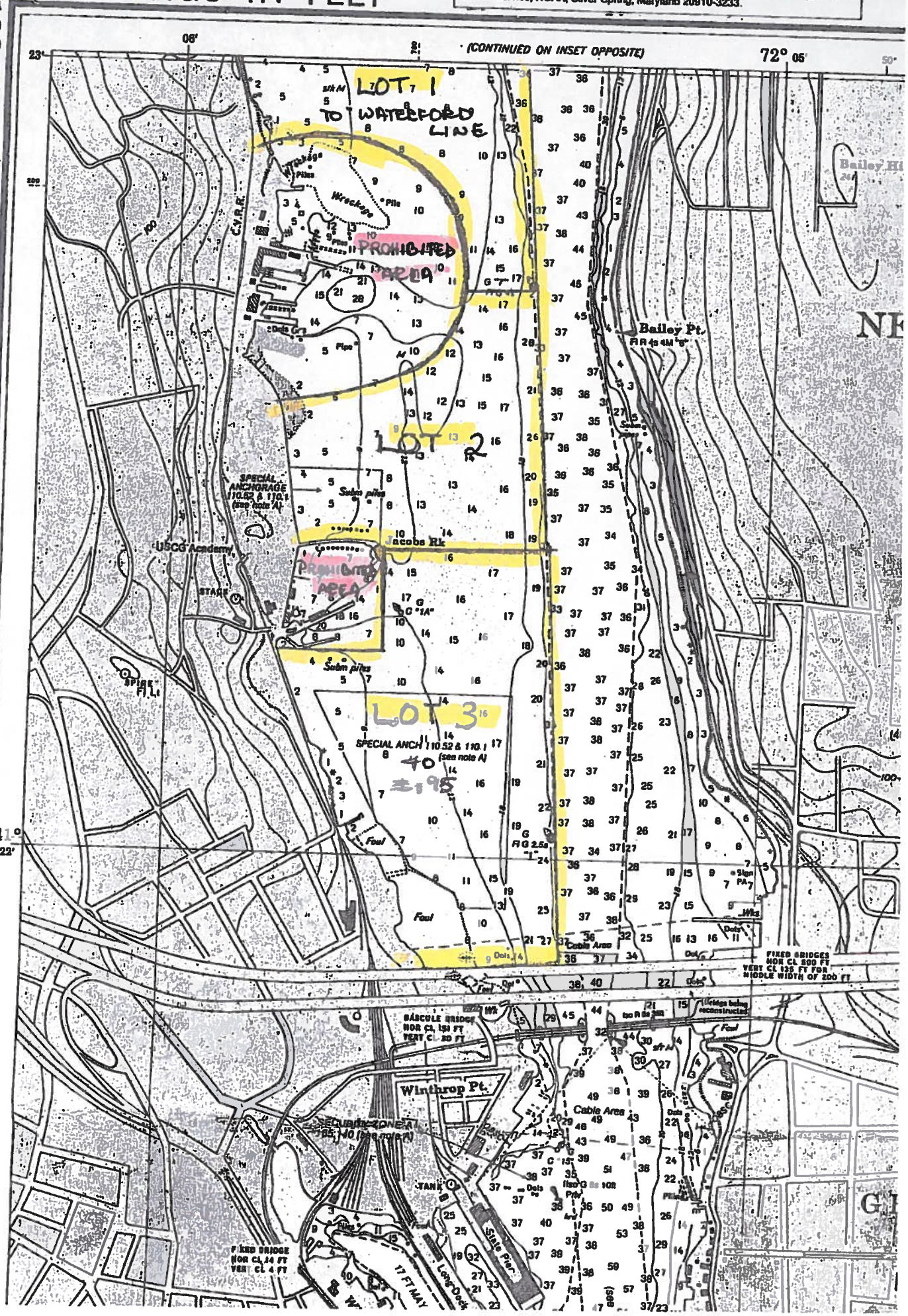
Clam Bed LOTS

9

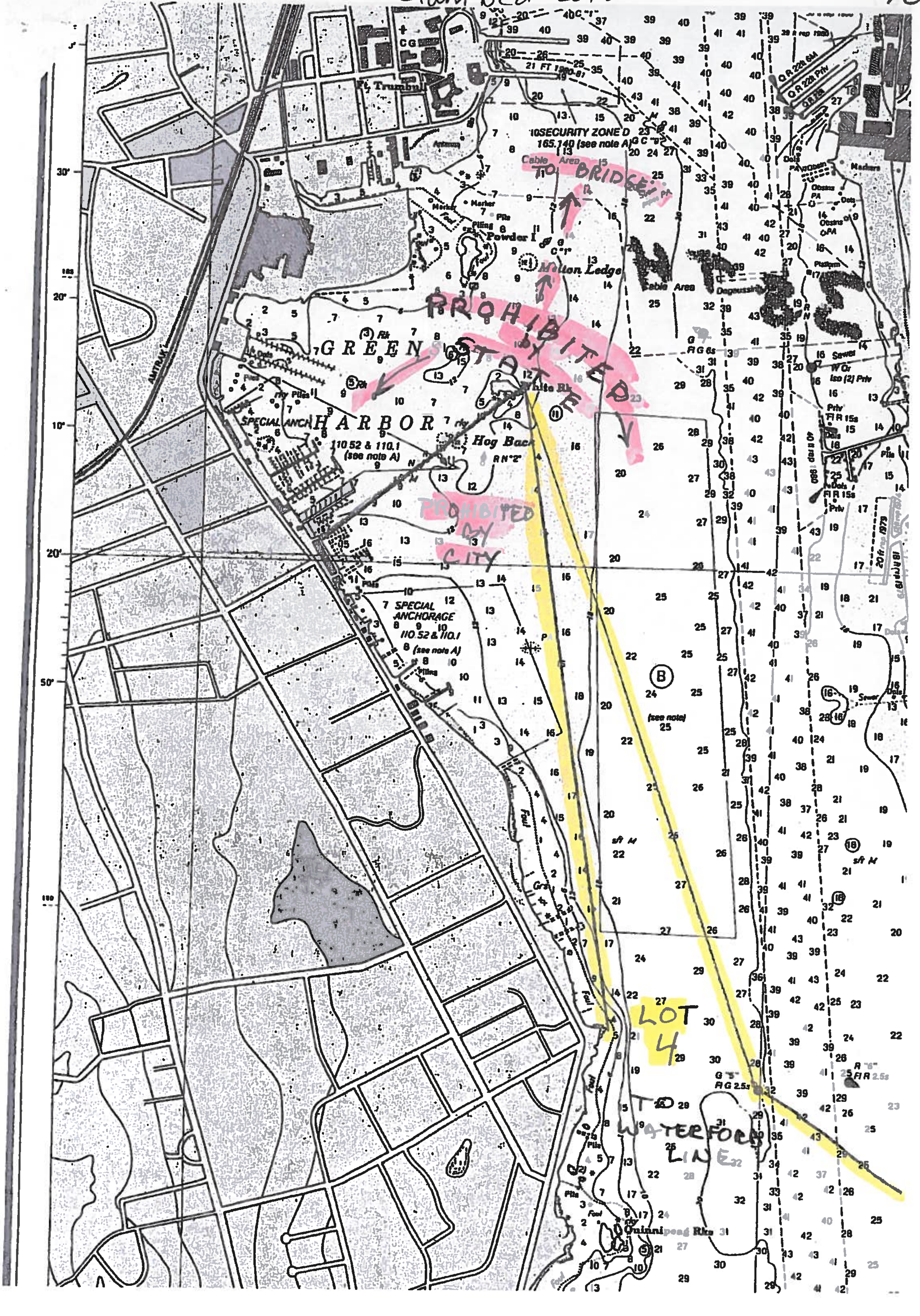
13213

SOUNDINGS IN FEET

improving this chart to the Director, Coast and Geodetic Survey (N/CG22), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3233.



Clam Bed LOTS 10



Admiral Harold E. Shear State Pier, New London, CT
Shipping Report 2004 – 2014 (to 11-25-2014)

Year	Number of Cargo Ships	Forest Products Tonnage	Copper/Steel[s] Tonnage	Other	Total Tonnage	Number of Passenger Ships	Number of Passengers
2014	16	6,479	134,488[s]	32,300[sa]	173,267	1	1,847
2013	21	0	102,415[s]	10,423[dc]	112,838	0	0
2012	31	0	111,100[s]		111,100	0	0
2011	16	0	60,672[s]	10,758[cc]	71,430	0	0
2010	13	0	46,391[s]	7,476[cc] 230[trans]	54,097	2	6,059
2009	5	30,139	0		30,139	0	0
2008	14	99,216	6,678		105,894	9	11,535
2007	30	81,421	89,353		170,774	7	15,640**
2006	39	121,480	14,217		135,697	1	1,200 est.
2005	41	126,670	78,552	81,000[hl]	286,222		
2004	49*	136,945	82,932		219,877	3	

[cc] Calcium Chloride
[sa] Salt
[dc] Domestic Container
[s] Steel only
[hl] Heavy lift
[trans] Transformers
** Estimated passenger numbers for 5/9/07, 9/1/07 and 9/15/07
*1/2004 – 3 ships with Heavy Lift cargo – tonnage not reported

Prepared by:
Ned Hammond
Economic Development Coordinator
Office of Development & Planning
City of New London, CT
11/28/2014

Table data provided by the port operator, Logistec USA, Inc.

NEW LONDON STATE PIER

PROPERTY CHARACTERISTICS

PROPERTY CHARACTERISTICS

The New London State Pier Facility is situated in Southeastern, Connecticut approximately 100 miles south of Boston, Massachusetts and 130 miles northeast of New York City. The State Pier Facility is located approximately 3 miles upstream from the mouth of the Thames River and just minutes from downtown New London. The State Pier Facility has excellent access to Interstates 95 and 395, the New England Central Railroad (NECR) line, and Atlantic shipping routes. These connections link the State Pier Facility to the State, region, Canada and beyond. Refer to the aerial photograph on the next page.

The State Pier Facility has two main finger pier structures: the Admiral Harold E. Shear State Pier and Long Dock. The State Pier is an approximately 1,000 foot long finger pier structure with 200 feet of apron width. The State Pier has two main berths, with water depths of 35 feet at Mean Low Water (MLW) at the eastern berth and 30 feet MLW at the western berth, with equivalent approach depths from the boundary of the federal channel. A new fender system on both sides of State Pier allows vessels to berth close to the pier face thereby minimizing crane reaches. Posted pier loading is restricted to storage of 1,000 pounds per square foot, truck loads up to HS 25 ratings and fork lift loads of 100 pounds per axle maximum load. Crane loads are limited to 1,000 pounds per square foot. The State Pier received a major overhaul in 1993 including functional, structural and aesthetic improvements.

Long Dock is also a finger pier, but is limited with respect to pier structure, berthing and utilization. A large amount of the pier structure is original with inconsistent berth interfaces and structural deficiencies in portions. Generally, the pier is usable for berthing of barges and smaller vessels. Depths in the berthing areas range from 16 to 23 feet at minimum and approach depths up to 26 feet from the federal channel.

Long Dock and portions of its apron area currently support a number of shallow draft fishing vessels; however, the pier is available for cargo storage and can be used for additional berthing for limited length and draft commercial vessels. This can be expanded with various pier face improvements and the installation of fenders.

The federal channel, with a depth of 40 feet MLW and a width of 500 feet, and approaches, are wide enough for vessels to utilize the water-sheet east of the State Pier Facility for a turning basin. There is shoaling in the area adjacent to the Long Dock proper which precludes utilization for larger vessels without dredging. Water depths are estimated to range from sixteen to twenty-eight feet at MLW.

Figure 1: State Pier Facility

All of the pier areas have large workable aprons providing a wide range of flexibility related to handling of vessels and cargo. The State Pier Facility and adjacent property are currently used primarily for the storage and distribution of lumber, steel products and other neo-bulk products arriving by ship and rail and redistributed by truck. The storage areas have varied surfaces comprised of pavement, packed dirt and gravel. The main work space on the apron is illuminated by a high-level pier lighting system installed in 2010. The apron is equipped with direct on dock rail for standard gauge rail equipment that connects to upland warehouses and the interchange with the New England Central Railroad (NECR).

The facility incorporates six primary structures consisting of warehouses, a garage, an administration building and other supporting structures. There is 106,200 square feet of warehouse space on site, located between three primary structures: a new warehouse at 50,000 square feet; another one is 53,000 square feet, and the third which is currently used to store equipment is 3200 square feet. The two larger warehouses have direct rail access and rail/truck loading docks. The newest warehouse was designed for handling lumber products, pulp and paper commodities, with above average ceiling heights and heavy per square foot floor load weights. The facility is in excellent condition and suitable for a number of warehousing, transit or processing activities. The other warehouse structures have average warehouse height ceilings with reinforced concrete and steel floors designed for heavy loads. While stacking capabilities are limited due to the ceiling height, there is adequate space for wide distribution of stored commodities. There is also an Administration Building, which houses ConnDOT personnel and port operations personnel, and portable trailers that serve as the security building.

On site utilities include municipal water and sanitary sewer as well as electricity, telephone and natural gas. Refer to the Site Utilities map for the general location of these utilities.

The State Pier Facility can be broken down into three general areas including the piers, shoreline and the upland storage areas (see the Functional Use Areas and Patterns Map). The piers have direct access to marine shipping activities while the shoreline bulkheads and consist of paved and unpaved surfaces which are directly accessible to marine activities. They also contain the various structures and existing railroad tracks. The upland areas are somewhat fragmented from the main pier areas due to the intersecting modes of transportation including the NECR and Amtrak railroad lines and State Pier Road.

The State Pier Facility is primarily flat, with the exception of a hillock land formation on the northeast open area of the site, east of the entrance road, south of State Pier Road and north of the Administration Building. The hillock formation is approximately 15' feet higher than the shoreline bulkhead and is defined by steeply vegetated slopes. This land formation is being considered for leveling as part of a ConnDOT study of the State pier Facility.

Figure 2: State Pier Apron and Berths

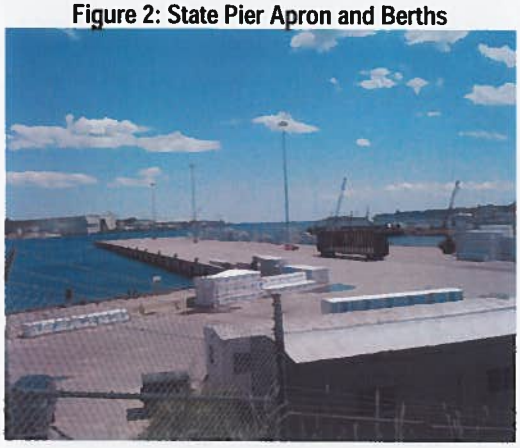


Figure 3: State Pier Warehousing at Head of Pier

Figure 4: Long Dock Apron

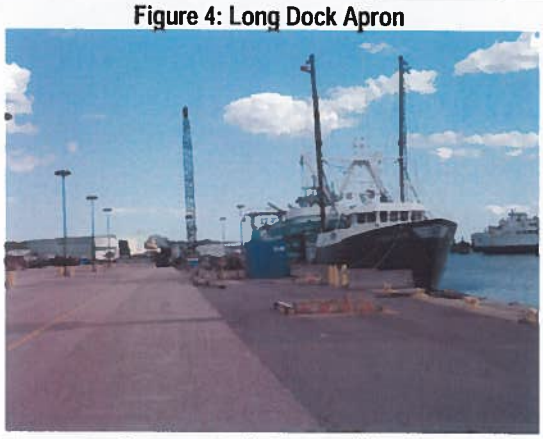


Figure 5: Warehouse Interior

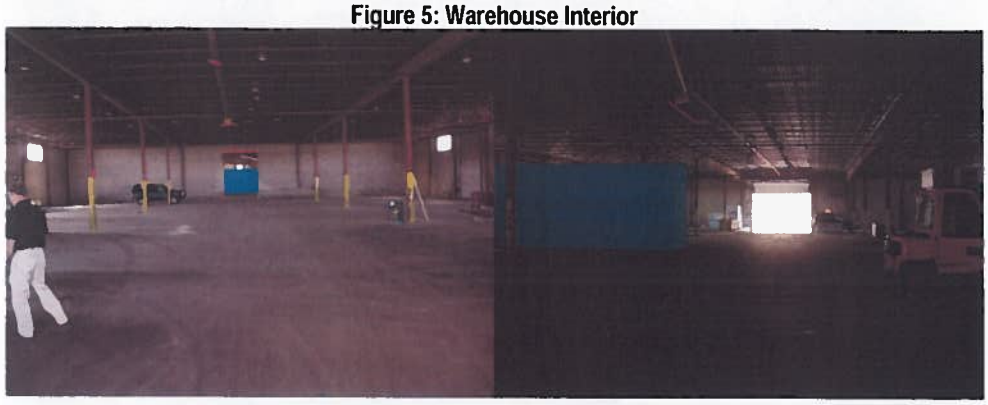


Figure 6: Warehouse Rail Docks

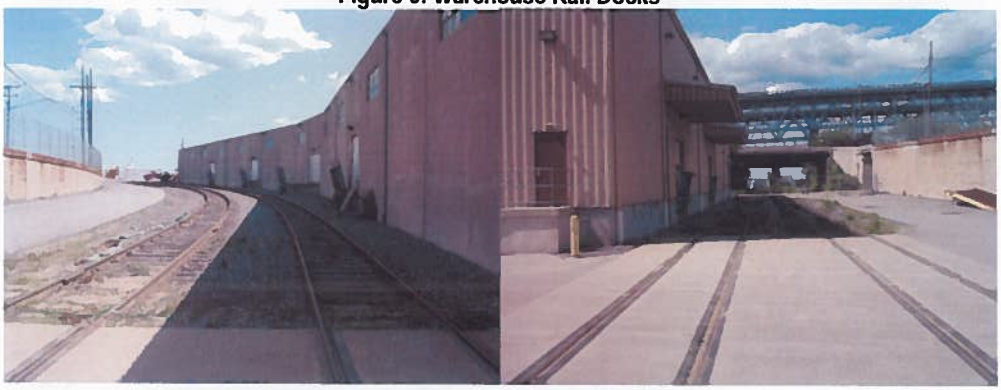


Figure 7: West Intermodal Storage Areas Near the Gold Star Bridge

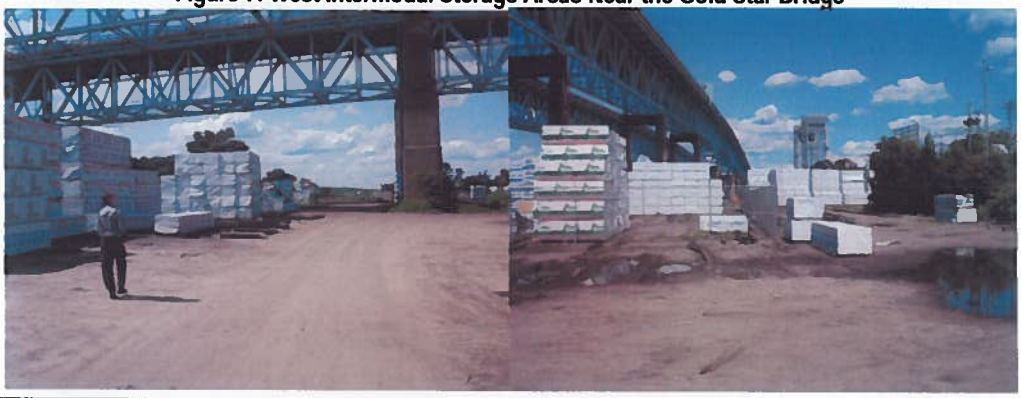
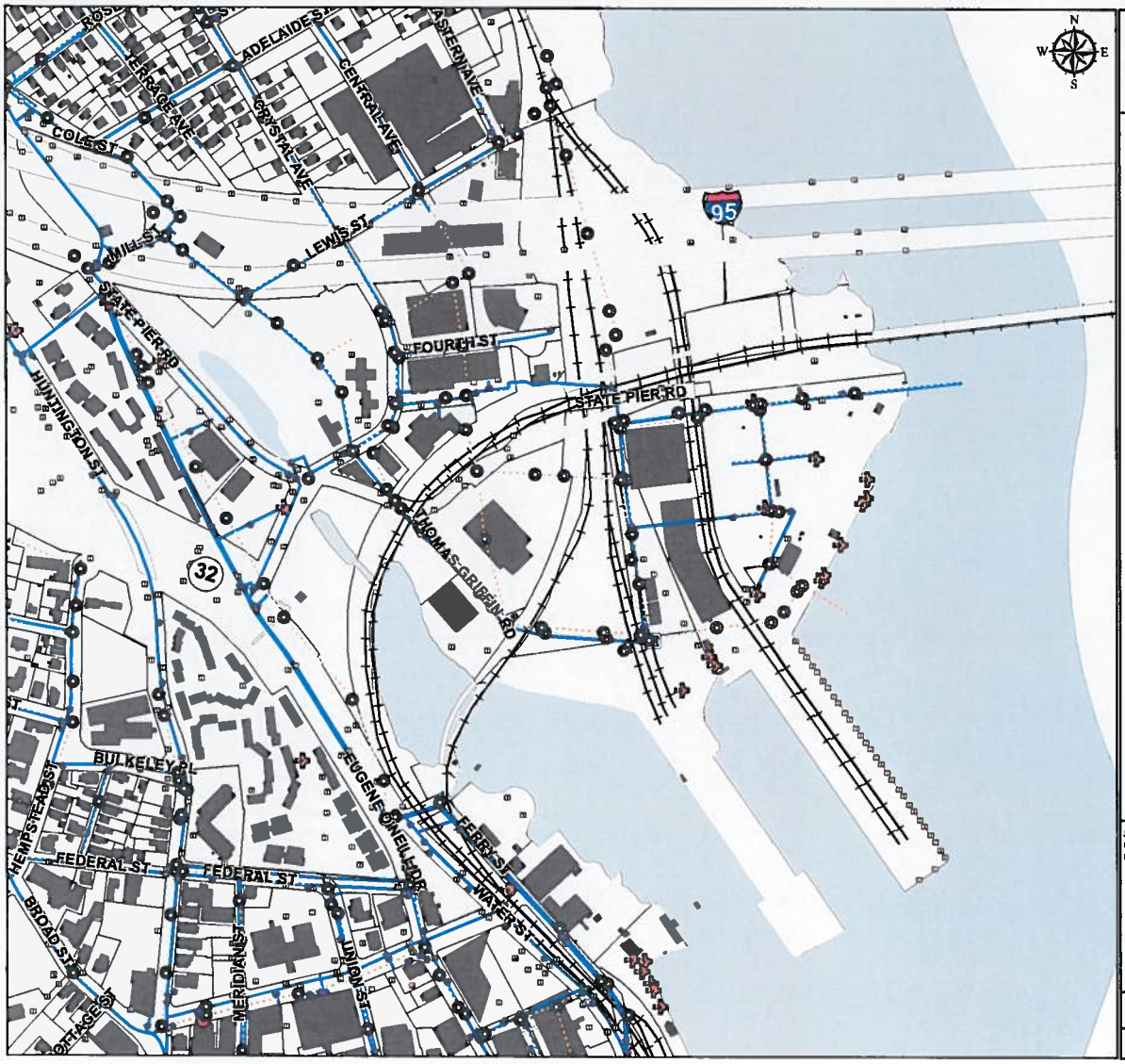


Figure 8: New Warehouse Interior



State Pier Needs & Deficiencies Planning Study

New London, CT

Existing Water & Sewer System

Legend

- Water Distribution System
- Sanitary Sewer System
- Manhole
- Curb Box
- Hydrant
- Meter
- Pump Station
- Valve
- Blow Off
- Catch Basin

Engineering, Landscape Architecture and Environmental Science

MILONE & MACBROOM

99 Realty Drive
Cheshire, Connecticut 06410
(203) 271-1773 Fax: (203) 271-9733
www.miloneandmacbroom.com

Sources:
City of New London Engineering Department (2010)
CT DEP Geographic & Information Center, CT

1" = Approx. 500'

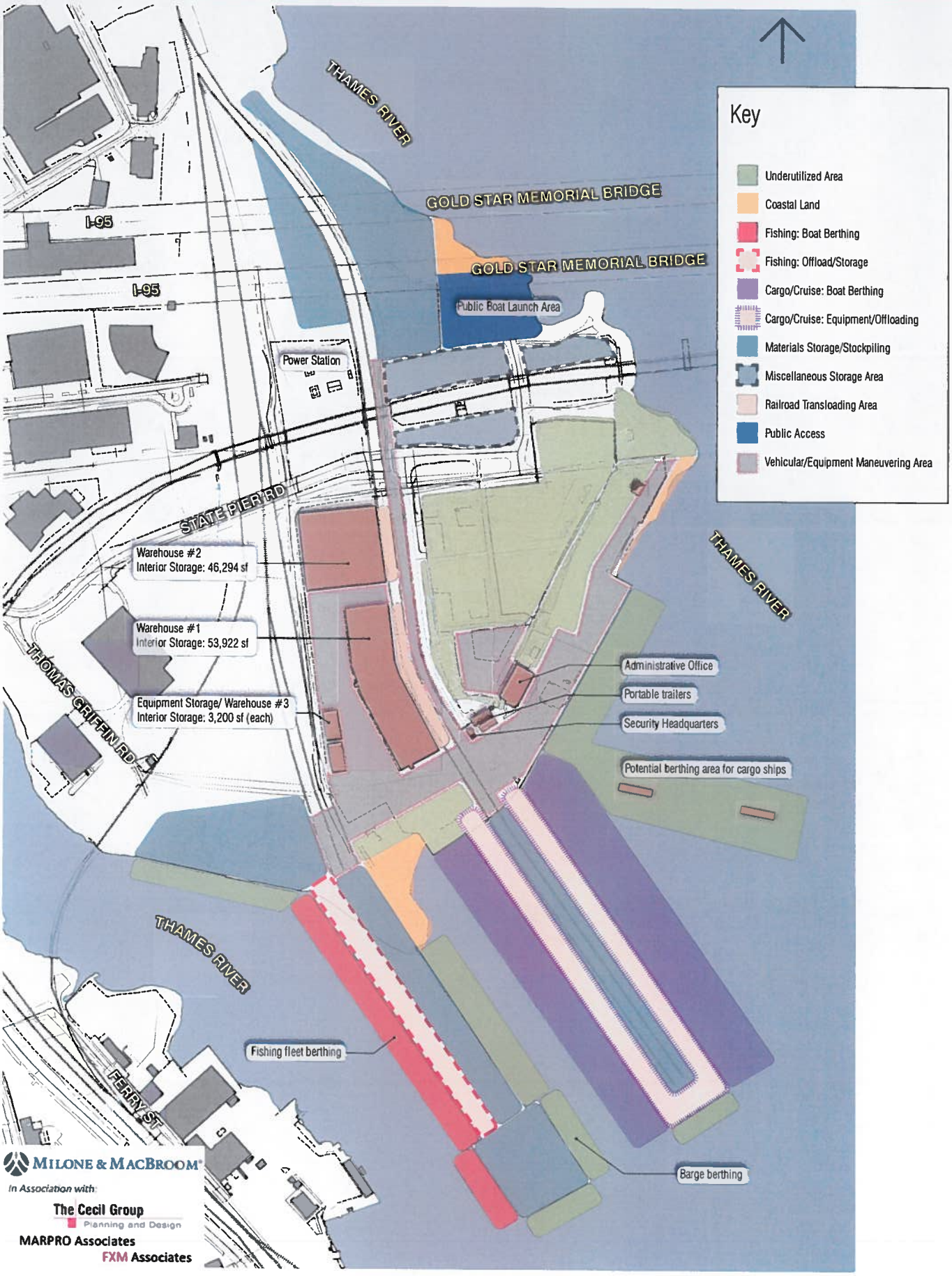
0 125 250 500 Feet

DESIGNED	DRAWN	CHECKED	PROJECT NO.:
MZ	MZ	MZ	1433-62

DATE: September 2010

FUNCTIONAL USE AREAS AND PATTERNS

New London State Pier



MILONE & MACBROOM

In Association with:

The Cecil Group
Planning and Design

MARPRO Associates

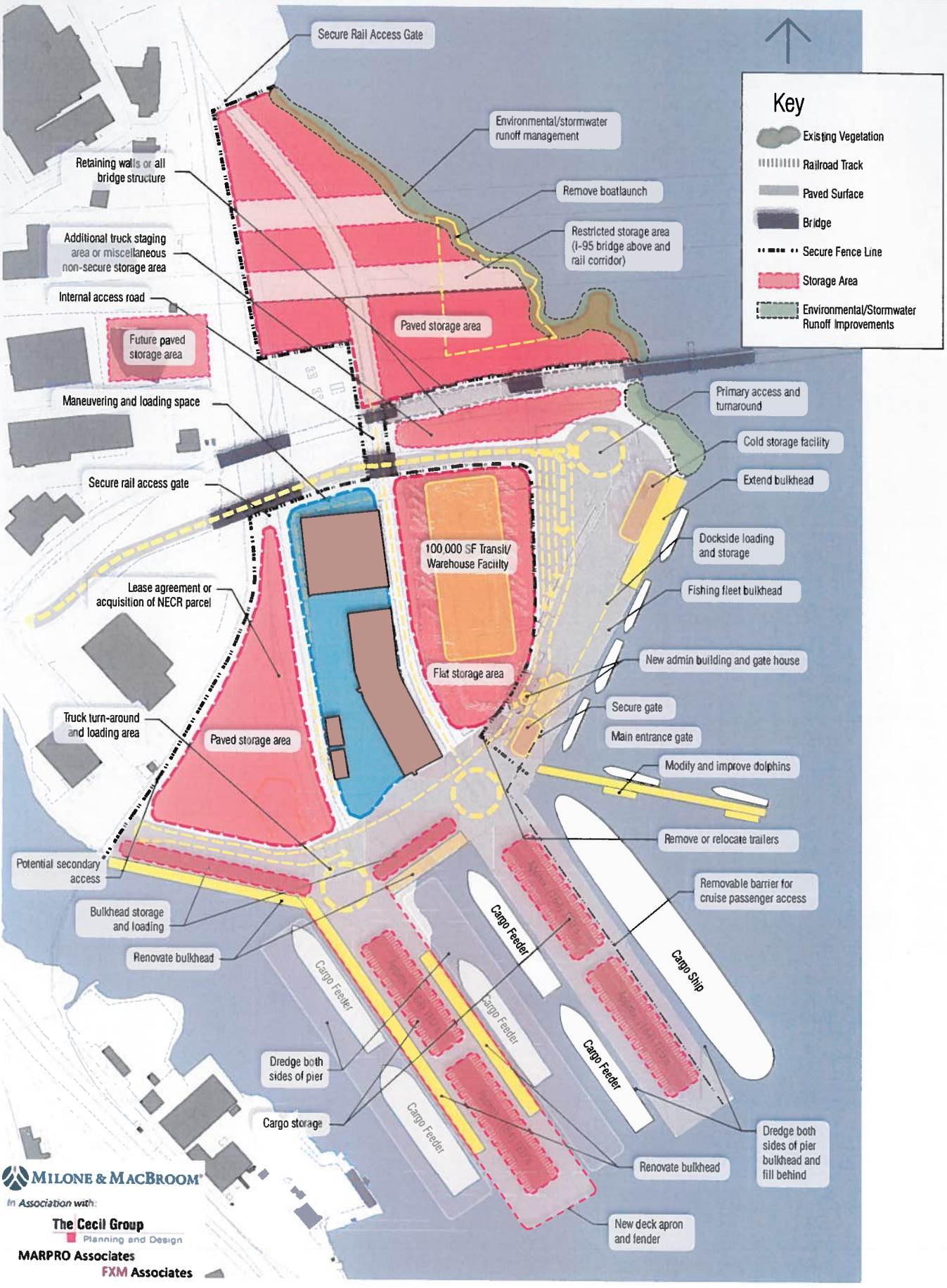
FXM Associates

In considering the physical attributes of New London Harbor as well as the geography, connectivity and flexibility of the State Pier Facility there is a great deal of potential to handle a wide variety of marine activities. The assets include:

- Deepwater access
- Protected harbor
- Short transit from open ocean
- Extensive available berthing space
- Wide and accessible pier aprons
- Recently improved wharf surfaces
- Deepwater berths
- Modern mooring and fendering systems
- Good terminal lighting
- On dock and near dock rail
- Adequate upland lay-down area
- Upland protected warehouse space
- Direct highway connections to major interstates
- Direct rail connections to the national rail network
- Access to a local and extended large consumer base
- Adjacent properties consigned to transportation and storage utilization
- Approved security systems
- Administrative space

MASTER PLAN

New London State Pier



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