

**New Haven Port Authority**  
**Annual Report**  
**February 6, 2021**

The Port of New Haven continues to be the busiest port in Connecticut and of the New England ports it is second only to Boston in volume of cargo handled annually. Petroleum products make up 86% of cargo handled in 2017. The most recent statistics reported by the U.S. Army Corps of Engineers for 2017 ranked New Haven at 53 based on volume, approximately 10 million tons. In addition to waterborne cargo there has been increased freight rail movement at the port, this is attributable to Gateway and Harbor Terminals and American Green Fuels. Additionally, Safety-Kleen has recently constructed a siding at its Forbes Avenue terminal and design for a new siding at the north gate of New Haven Terminal is underway.

**East Shore Parking (“ESP”)** Port Authority property, formerly known as East Shore Parkway, consisted of four parcels when acquired by the Port Authority in 2007. Parcels 1 and 2 of ESP were divided to create Leased Parcels A, B, C, D & E. Of these five parcels, three are licensed and actively used for the storage of cargo transiting the port of New Haven. They include Parcels A & B licensed by Gateway Terminal and Parcel C which is licensed by New Haven Terminal and sublicensed to Harbor Terminal. Parcel D, the site of the former Truck Electrification Area and Parcel E which had been licensed to Colony Hardware for parking is currently in the process of being licensed to Gateway also.

Parcel 3 remains an outstanding item; in brief Conn DOT had used this parcel from 2006-March 2017 as a waste stockpile area under the terms of a Construction Easement acquired for the Harbor Crossing project. That easement was to terminate at the closeout of that project. However, Conn DOT continues to use the site and in February 2019 filed a Certificate of Taking for Parcel 3. After that taking the Connecticut State Legislature passed a bill requiring DOT to convey Parcel 3 back to the New Haven Port Authority. As of this writing that conveyance has not occurred.

The last of the original parcels, #4, was acquired by ConnDOT for the construction of Waterfront Street Extension. The remaining parcels in the port district that had been acquired by ConnDOT for the Harbor Crossing Project require additional environmental testing prior to conveyance. The Connecticut Port Authority determined that they have no interest in these remaining parcels. The New Haven Port Authority does have an interest in them.

**New Haven Navigation Improvement Study.** The Deep Draft Navigation Improvement Study of the Federal Channel and the Environmental Impact Statement have been finalized by the New

England District of the U.S. Army Corps of Engineers (“Corps”) and was forwarded to Corps Headquarters in Washington for final review. It then circulated for State and Agency reviews prior to the Chief’s Report being signed and forwarded to Congress for inclusion in the 2021 Water Resource and Development Act (WRDA). In July 2020, the House found in favor of our project and it was forwarded to the Senate on July 30, 2020, where it still resides. In December 2020, the WRDA was included in the successful passing of the bi-partisan Congressional Omnibus bill. We are well on our way. The Connecticut Port Authority (CPA) has already requested \$20 million to fund the local sponsor’s share for the construction of this dredging project.

**Traffic Study.** The Traffic Study was completed by CDM Smith in October 2019. Two intersections that had been raised as points of concern by the port community; i.e.; Forbes Avenue/Waterfront Street and Waterfront Street/Alabama Street did not generate the traffic volumes to warrant installation of a signal or signage, but it was suggested that these intersections be reevaluated as port traffic increases. It also provided an analysis of road conditions and suggested highway and local road signage. A Committee has been established to review the findings made in the Traffic Study and make recommendations as to how to proceed.

**New Haven Freight Study.** The Freight Study was commissioned by the South Central Council of Governments to analyze goods movement in New Haven, to identify growth opportunities and to recommend improvements and interventions to support growth. Working in collaboration with the City of New Haven and the New Haven Port Authority, the Study was completed in June 2019. The results of that study will be further developed in a strategic land use plan being funded by the Connecticut Port Authority and NHPA.

**Connecticut Port Authority (“CPA”)** in collaboration with NHPA, will advance the recommendation outlined in the Freight Study. CPA secured State bonding in the amount of \$500,000 for the purpose of updating the Port of New Haven’s Strategic Land Use Plan and identifying infrastructure improvements that will support increased freight movement in the Port of New Haven.

Prior to the Covid-19 global emergency, the domestic maritime industry employed more than 642,000 full time dockside workers, all of whom dedicated to “flattening the curve” of the virus. Today, many of those jobs were lost or are in jeopardy as terminal operations have slowed and cargo throughput is not likely to measure up to even last year’s disappointing numbers. Planning for the future will be another new challenge for both port operators and global shippers.

Operating revenue for the New Haven Port Authority, as noted above is derived from license fees collected from the terminals for storage of cargo transiting the port. The NHPA will continue to look for opportunities to expand its footprint while also expanding the infrastructure within the Port. This will remain our primary goal for 21/22. Increasing rail opportunities for our current terminals while lending commercial interest to future tenants in the Port district would position New Haven nicely in the intermodal /logistics sector. Thereby adding badly needed jobs to our local economy

There are a couple items that we are also exploring for the future. We would like to increase visibility of New Haven's port district. Installing signage at key locations, one example is on the Thomlinson Bridge and terminal painting. One suggestion is to paint a terminal tank within the district a different color or a type of mural on one side, ala... the dinosaur depicting Peabody Museum, done years ago. Planting perennials at the end of Connecticut Ave. in the circular grass area is another suggestion. These suggestions are in the infancy stage and I will continue to update.

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**Audit.** T.M. Byxbee completed the FY19/20 Audit and J. Visconti and Associates is preparing the Single Audit. As a recipient of a Grant-In-Aid from the State of Connecticut, the Single audit is required and will be completed soon.

**Personnel.** After serving five years as a Commissioner of the New Haven Port Authority and nearly twelve years as its Executive Director, Judi Sheiffele stepped down from her position and on January 6, 2020 and is now a member of the Connecticut Port Authority's(CPA) board. Maggie Targove assumed the position of Executive Director in January 2020. After 22 years at the City of New Haven, I retired as Deputy Chief Administrative Officer which included an extensive background in emergency management, which has already proven helpful in the Port.

The interests of the New Haven Port Authority and marine-related businesses will continue to be represented by management in several forums while representing the interests of the terminal operators also. We will continue to work with our local, state, federal and industry partners to insure the preservation of our deep water ports and to advocate for policies and resources necessary to maintain and improve the infrastructure at the port of New Haven.