

CONNECTICUT MARITIME COALITION

The Connecticut Maritime Coalition is a non-profit trade association facilitating the competitiveness of Connecticut's maritime industries. Our member network is mostly composed of small and medium-sized businesses.

To join the Connecticut Maritime Coalition or to advertise your business in **Deep Water Port notes**, please contact:

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Mr. Terry Brennan, Director (860) 263-6514

<http://www.ctdol.state.ct.us/veterans/vetreprs.htm>

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Mr. Robert Ross, Executive Director (860) 270-8074,

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Link: http://courtney.house.gov/index.php?option=com_content&view=article&id=6533&Itemid=

3RD QUARTER, 2013

Deep Water Port *notes*

The News Portfolio of The Connecticut Deep Water Port Community

New London . New Haven . Bridgeport

Creation of a New First Class Ferry Terminal on the East Side of Bridgeport Harbor

by Frederick A. Hall

Vice President & General Manager, The Bridgeport & Port Jefferson Steamboat Company



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Deep Water Port *notes*

In this issue: **Creation of a New First Class Ferry Terminal on the East Side of Bridgeport Harbor**

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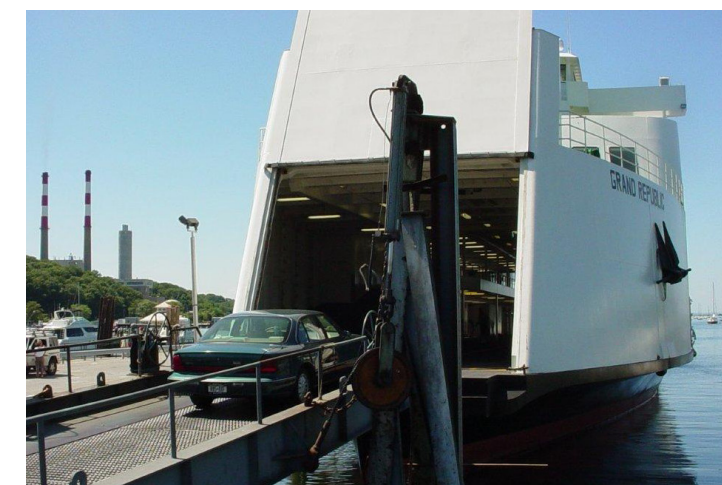
Advocating for Connecticut's Maritime Industry

MOST WHO HAVE OCCASION TO TRAVEL in southwest Connecticut would agree that over-capacity highways frequently make travel difficult and that viable alternatives need to be vetted and, where viable, encouraged.

Consider the Bridgeport and Port Jefferson Steamboat Company, providers of ferry service for passengers, vehicles and freight across Long Island Sound since 1883. The company, which runs year 'round took over 410,000 vehicles off I-95 in 2012 and is poised to exceed that number in 2013. Additionally, the ferry carried over 800,000 foot passengers in 2012.

In 2003, TRITEC Marine Consultants Ltd. a division of STENA AB was engaged by the ferry company to analyze the conditions present at the current Bridgeport terminal and to identify elements of design that would make the use of the ferry more attractive to the traveling public. The study exposed a number of short comings at the existing terminal that couldn't be easily or economically remedied and it strongly supported the acquisition of suitable land for the creation of a thoroughly modern ferry landing. Just such a site has been identified and purchased.

Creation of a New First Class Ferry Terminal continued on page 2



The Bridgeport and Port Jefferson Steamboat Company Ferry Vessel Grand Republic Loading Passengers and Vehicles for Transit Between Port Jefferson, NY and Bridgeport CT

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Creation of a New First Class Ferry Terminal continued from page 1

Greatly encouraged by Governor Malloy's commitment to Connecticut's maritime industry which was reinforced by Connecticut's Deep Water Port Strategy Study, the company is moving forward with deliberate speed to build a new first class ferry terminal on the east side of Bridgeport Harbor with easy access from Seaview Avenue to I-95 and from I-95 to routes 8 & 25.

To be known as Barnum Landing, the new facility will occupy approximately half of a two berth property and will address and overcome all of the TRITEC-identified inadequacies of the current site and, upon completion, will greatly enhance the overall customer experience. Access to and from I-95, will be more direct and quicker. In addition, the trip time across Long Island Sound will be shortened by 6-8 minutes in each direction as the dock will be located close to the mouth of the harbor. There will be multiple lanes for vehicles exiting the ferry thus getting folks on their way faster than the single lane in use now.

Operationally, the ferry will no longer need to transit the length of the harbor resulting in lower fuel consumption with an attendant and welcomed reduction in stack emissions

Parking will be on-site, a vast improvement over the satellite parking/ shuttle system used at the current location. And the terminal building and surroundings will be designed to afford maximum access to all users. A complete separation of vehicles and pedestrians is planned with walk on passengers boarding from the terminal waiting area directly onto the main passenger deck of the ferries.

The terminal building itself will incorporate those amenities that sophisticated travelers have come to expect; spacious and comfortable waiting areas with excellent views of both Bridgeport Harbor and Long

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Island Sound, a modern refreshment stand and well-designed rest rooms. Of course, in keeping with sound environmental practice and with our company commitment to minimizing energy consumption, the project in its entirety will embrace the latest "green" principles with the goal of attiring LEED designation.

In an effort to expand neighborhood access to the waterfront, the design will incorporate an area, park-like in nature, along the south side of the property for residents and visitors alike to enjoy. Alongside Seaview Avenue, plans are being developed to add retail stores to the neighborhood and the ferry company expects to locate reservations, food and beverage, accounting and other personnel to the Barnum Landing site.

The second berth located at the terminal was acquired by the ferry company at the strong urging of Governor Malloy and Bridgeport Mayor Bill Finch who both want to preserve the opportunity for general cargo movements in and out of Bridgeport Harbor. Available on the property is a 55,000 square foot refrigerated warehouse, suitable for fruit and other cargo that needs to be kept cool. Preparations are underway to make the berth and its warehouse and laydown areas available to shippers.

Both the shipment of goods by water and the carriage of ferry customers and their vehicles across Long Island Sound can take a substantial number of vehicles off the highways in southwestern Connecticut. In the case of the ferry, TRITEC estimated that ferry utilization between Bridgeport, CT and Port Jefferson, NY could increase to as many as 700,000 vehicles in a relatively short period of time if the report recommendations are fully implemented. The company is committed to doing so as expeditiously as possible and is working diligently with all regulatory agencies to bring the project to fruition.

An additional 300,000 vehicles off the highways would not only be a significant contribution; it would make the ferry an integral part of the solution to Connecticut's transportation solutions.

Deep Water Port notes

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