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October 16, 2001

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Office of the Secretary

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Public Record



Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423

Re: Boston and Main Corporation
Abandonment and Discontinuance of Service
Mystic Wharf Branch, Suffolk County, MA
STB Docket No. AB 32 (Sub No. 92)

Dear Secretary Williams:

A copy of the Boston and Maine Corporation's (BMC's) re-filed Application to Abandon and Discontinue Service along a 1.45-mile segment known as the Mystic Wharf Branch in Charlestown, Massachusetts was recently forwarded to my attention. As the owner of several maritime industrial properties that are currently served by the Mystic Wharf Branch, I previously wrote to you to express the Massachusetts Port Authority's (Massport's) concerns regarding the original BMC filing. For the reasons outlined in that letter, a copy of which is attached, Massport remains opposed to BMC's proposal to abandon and discontinue service along the Mystic Wharf Branch. If service along this line cannot be continued, then Massport, hereinafter referred to as the "Proponent," hereby requests issuance of a Public Use Condition pursuant to 49 CFR 1152.28 rather than an outright abandonment authorization between milepost 0.00 and milepost 1.45 of the Mystic Wharf Branch. Proponent is an independent state authority responsible for developing, promoting and managing transportation infrastructure including that related to the Port of Boston.

Proponent asks the Surface Transportation Board (STB) to find that this property is suitable for other public use, specifically use as a future dedicated truck haul road or rail corridor serving the Mystic River Designated Port Area (DPA) properties, and to place the following conditions on the abandonment:

1. An order prohibiting BMC from disposing of the corridor, including the tracks, ties and signal equipment, except for public use on reasonable terms. As indicated in my August 3, 2001 letter, the rail line serves four of Proponent's maritime industrial properties. Although none of the tenants on these properties currently use the rail line, they could in the future. The availability of rail service, or the potential to restore rail service if it becomes necessary in the future, greatly enhances maritime-industrial opportunities. In addition, efficient truck access to marine terminals with as little impact as possible on

Operating Boston Logan International Airport • Port of Boston general cargo and passenger terminals • Tobin Memorial Bridge •
Hanscom Field • Boston Fish Pier • Commonwealth Pier (site of World Trade Center Boston)

RECYCLED PAPER

Secretary Vernon A. Williams
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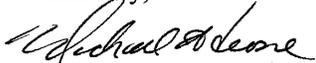
residential communities will maximize the viability of the existing uses as well as potential future maritime uses. If the rail corridor was owned by a public entity such as the Proponent, it could be used to construct a dedicated truck haul road serving the maritime properties. Such a road, which has been requested for years by Charlestown community representatives, would directly link each of the Proponent's properties with Interstate-93 via Sullivan Square in Charlestown providing public benefits by shifting trucks away from the nearby residences as well as protecting the significant number of jobs and economic impact associated with these maritime uses. (The current uses generate more than 500 jobs and contribute more than \$20 million annually to the local economy.) In addition, this use would preserve a transportation corridor that could be used to restore rail service should it become necessary to support future maritime industrial uses, which would also divert trucks away from local streets and generate significant economic benefits to the public. The time period sought is 180 days from the effective date of the abandonment authorization. Proponent needs this much time to assemble and review title information and begin negotiations with BMC.

2. An order barring removal or destruction of structures such as bridges, trestles, culverts and tunnels that may be useful for construction of a truck haul road or future restoration of rail service. The time period requested is 180 days from the effective date of the abandonment authorization for the same reason indicated above.

Please feel free to call me or Deborah Hadden at (617) 946-4413 if you have any questions or want to discuss our request further. Thank you for your consideration of this important matter.

By my signature below, I certify service upon Boston and Maine Corporation, by U.S. Mail, postage pre-paid, first class, this 18th day of October 2001.

Sincerely,



Michael A. Leone
Port Director

cc: Robert Culliford, Boston and Maine Corporation
Astrid Glynn, Executive Office of Transportation and Construction
Tom Skinner, Massachusetts Coastal Zone Management



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August 3, 2001

Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423

Re: AB 32 (Sub No. 91)
Boston and Maine Corporation
Abandonment and Discontinuance of Service
Mystic Wharf Branch, Suffolk County, MA

Dear Secretary Williams:

A copy of the Boston and Maine Corporation's (BMC's) Environmental/Historical Report regarding the above-referenced filing was recently forwarded to my attention. As the owner of several maritime industrial properties that are currently served by the Mystic Wharf Branch, I am writing to express the Massachusetts Port Authority's (Massport's) concerns regarding the BMC proposal.

Massport currently owns four maritime properties that abut the Mystic Wharf Branch:

- Moran Terminal - an approximately 60-acre former container terminal that is presently used by the Boston Autoport for automobile import and processing;
- Mystic Pier 1 - an approximately 5-acre site including a covered storage shed that is currently used by the Boston Autoport;
- Mystic Piers 48/49/50 - a 3-acre bulk cargo terminal currently used to import, store and distribute road salt; and
- Medford Street Terminal - a 14-acre multi-use marine terminal currently used to import and stockpile construction materials as well as for an extension of the Boston Autoport.

Although none of these tenants use the rail line at this time, they could in the future depending on the direction that their businesses grow. The availability of rail provides business growth opportunities that would not otherwise be available or would be associated with higher levels of environmental and community impacts (e.g., increased truck traffic). Without an active rail line to the site, for example, Boston Autoport will have great difficulty attracting an automobile export account. In addition, when Boston Autoport and the other tenants vacate these properties, the availability of rail will greatly enhance maritime-related redevelopment opportunities for the terminals. In fact, the two most recent inquiries we have had regarding future redevelopment of Medford Street Terminal were both contingent on availability of rail service.

Secretary Vernon A. Williams

August 3, 2001

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In addition to Massport's properties and tenants, the BMC line actively serves U.S. Gypsum, a company that imports gypsum and uses it to manufacture wallboard and related products. Although the BMC filing does not provide any information regarding the impact on this company, elimination of rail service along the Mystic Wharf Branch will undoubtedly affect their business and increase truck traffic through a densely developed and highly congested area of Boston.

The Port of Boston is currently at a major competitive disadvantage compared with other east coast ports because rail service to so many of our marine terminals has been discontinued over time and, once discontinued, is virtually impossible to restore. Without the option to transport cargo to and from marine terminals via rail, it is becoming increasingly difficult to attract new business or even retain current accounts that need access to a variety of intermodal transport options. In addition, because all of our facilities are located in highly congested areas within the City of Boston, growth that must rely solely on trucks to transport cargo to and from the terminals raises significant environmental and community concerns. For these reasons, I respectfully request that you and BMC strongly reconsider the proposal to abandon and discontinue service along the Mystic Wharf Branch.

Please feel free to call me or Deborah Hadden at (617) 946-4413 if you have any questions or want to discuss our concerns further. Thank you for your consideration of this important matter.

Sincerely,

MASSACHUSETTS PORT AUTHORITY



Michael A. Leone
Port Director

cc: Robert Culliford, Boston and Maine Corporation
Astrid Glynn, Executive Office of Transportation and Construction
Tom Skinner, Massachusetts Coastal Zone Management

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