



**Massachusetts
Oil Spill Prevention &
Response Act
M.G.L. Chapter 21M**

Program Activities & Accomplishments 2012



2012

Main Cover Photo: Tug Justice in Cape Cod Canal (MassDEP photo)

Massachusetts Oil Spill Prevention & Response Act (MOSPRA) M.G.L. Chapter 21M



PROGRAM ACTIVITIES AND ACCOMPLISHMENTS 2012

This report describes and documents the MassDEP Marine Oil Spill Prevention and Response Program activities and accomplishments during 2012.

STATUTORY & LITIGATION BACKGROUND

April 27, 2013 marked the 10th anniversary of the grounding of the barge B-120 at the entrance to Buzzards Bay. In response to that grounding and subsequent oil spill, the Massachusetts Legislature enacted Chapter 251, Acts of 2004, *An Act Relative to Oil Spill Prevention and Response in Buzzards Bay and Other Harbors and Bays of the Commonwealth* (also known as the Massachusetts Oil Spill Prevention and Response Act or MOSPRA or simply the Oil Spill Act), on August 4, 2004. The purpose of the Oil Spill Act was to strengthen several statutes that govern Massachusetts's ability to prevent and respond to oil spills in the

coastal waters of the Commonwealth. It created M.G.L. Chapter 21M, which contains most of the provisions related to implementation of MOSPRA, including provisions establishing the MOSPRA Trust Fund (the Trust Fund), financed by a 5-cent/barrel fee on petroleum products delivered to marine terminals in the state. Table 1 shows the trust fund balance as of June 30, 2013.

As directed by MOSPRA, the MassDEP Marine Oil Spill Prevention and Response

Program has used proceeds from the Trust Fund to ensure that the Massachusetts coastline is protected from oil spills through spill prevention and response efforts and programs that have included: (a) development of site-specific spill response plans (Geographic Response Plans) for sensitive areas throughout Massachusetts; b) procurement and maintenance of spill response equipment for local, regional, and/or state responders; (c) development and implementation of spill response drills and exercises; and (d) development of spill prevention/response studies and risk analysis efforts.



Litigation challenging certain MOSPRA requirements (escort tugboat and pilots) has been ongoing since 2005 between Massachusetts, the United States Coast Guard (USCG), and a trade association for the tug and barge industry (American Waterways Operators). The Coast Guard was initially successful in preempting the state law, and in 2007 Massachusetts was temporarily enjoined from carrying out the escort and pilot provisions of MOSPRA¹ while appeals proceeded.



In 2008 and 2009, MOSPRA was amended to provide that the owner or operator of a vessel that carries 6,000 or more barrels of oil as cargo within Buzzards Bay may voluntarily notify the department and request the services of a state pilot to be placed on the towing vessel and to be paid for by the MOSPRA Trust Fund. The amendments also required that the MassDEP provide the services of an escort tug, at no cost, to eligible tank vessels while navigating in Buzzards Bay or the Cape Cod Canal.

Upon appeal, the United States Court of Appeals for the First Circuit issued a July 11, 2011 ruling, which lifted the March 2010 injunction. Immediately following the Appeals Court ruling, the requirement was reinstated for owners or operators of single and double-hulled tank barges carrying 6,000 or more barrels of oil through Buzzards Bay and the Cape Cod Canal to hire a tugboat. The July 2011 Appeals Court ruling relieved MassDEP of its obligation to provide state-funded tugboat escorts and pilots and re-established a central oil spill prevention measure established by MOSPRA by requiring industry to pay for tugboat escorts and marine pilots for single and double-hulled oil tank barges carrying over 6,000 barrels of oil through Buzzards Bay and the Cape Cod Canal.



¹ The injunction prevented MassDEP from implementing and enforcing MOSPRA's manning and tugboat escort

Following the July 2011 Appeals Court ruling, the MassDEP Marine Oil Spill Prevention and Response Program began monitoring industry compliance with the reinstated M.G.L. Chapter 21M and 314 CMR 19.00 requirements. MassDEP also began documenting instances where the tugboat escort provided assistance to the vessel being escorted, to gather information about the oil spill prevention value of escort tugs in Buzzards Bay.

Table 1. Marine Oil Spill Prevention and Response Program Trust Fund.

| | Beginning Balance | Revenue Collected | Expenditures | Available Balance |
|--------------|-------------------|-------------------|---------------|-------------------|
| FY05 | \$0 | \$1,492,186 | (\$81,817) | \$1,410,369 |
| FY06 | \$1,410,369 | \$1,817,058 | (\$389,389) | \$2,838,038 |
| FY07 | \$2,838,038 | \$1,789,321 | (\$499,822) | \$4,127,537 |
| FY08 | \$4,127,537 | \$1,632,832 | (\$940,464) | \$4,819,905 |
| FY09 | \$4,819,905 | \$1,639,681 | (\$1,192,050) | \$5,267,536 |
| FY10* | \$5,267,536 | \$1,820,054 | (\$2,761,615) | \$4,325,975 |
| FY11 | \$4,325,975 | \$3,775,809 | (\$4,397,820) | \$3,703,964 |
| FY12 | \$3,703,964 | \$3,842,442 | (\$653,588) | \$6,892,819 |
| FY13 | \$6,892,819 | \$3,644,620 | (\$719,077) | \$9,818,362 |

*Fee increased to \$.05/bbl on 4/1/2010

PLANNING & ADMINISTRATION

NEPA Environmental Assessment by the US Coast Guard of the 2007 Buzzards Bay RNA rules.

The 2011 Appeals Court ruling prompted the USCG to issue a draft Environmental Assessment, as required by the National Environmental Policy Act (NEPA), for the 2007 Buzzards Bay Regulated Navigation Area rules. MassDEP worked with the Attorney General’s Office to review the draft Environmental Assessment and submitted comments on September 4, 2012.²

Joint study with the USCG on ways to reduce oil spill risks in Buzzards Bay and the Cape Cod Canal.

In coordination with the USCG, the MOSPRA program jointly funded a technical risk study to evaluate the level of risk of a future oil spill in Buzzards Bay and the Cape Cod Canal and to determine whether the use of pilots and escort tugs for double hulled



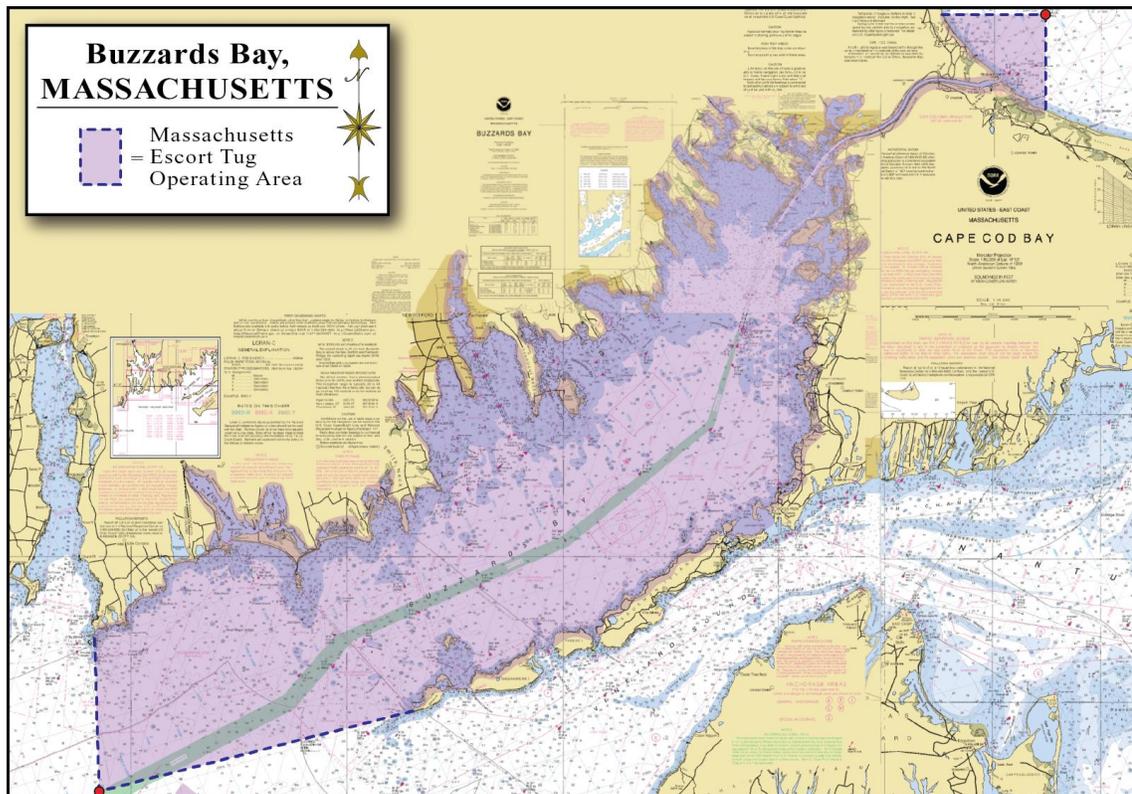
² The comments can be found at the following web link <http://www.regulations.gov> and under docket number (USCG-2012-0632).

tank barges would reduce the risk of future spills.

Under the provisions of the Oil Pollution Act of 1990 all tank vessels carrying oil as bulk cargo in U.S. waters will have to be double hulled as of January 1, 2015.

The report completed in January 2013, states that Buzzards Bay has a higher frequency of oil spills than the U.S. average (1 every 9 years) and that the costs of escorting all laden tank barges for 9 years is about equal to the cost of the cleanup and damages from the 2003 Buzzards Bay oil spill. The report compares the costs of providing pilots, tugboat escorts, and other risk reduction measures against the costs of oil spills like the 2003 Buzzards Bay oil spill and finds that the cost of risk reduction measures are much lower than the costs of oil spills. It concludes that both pilots and escort tugs for double-hulled tank barges would provide risk reduction benefits.

MassDEP has contracted with the National Academies of Science, Transportation Research Board to conduct a Peer Review of the Buzzards Bay Risk Assessment's methods and results. It is expected that the peer review will be completed in the fall of 2013. The completed Buzzards Bay Risk Assessment can be found at the following link; <http://www.mass.gov/eea/agencies/massdep/cleanup/marine/#4>



MOSPRA Advisory Committee Meeting

On June 22, 2012 a MOSPRA advisory committee meeting was held in South Boston at the Commonwealth Museum and Archives. The meeting was the eighth that the program

has held since 2007 and informed committee members and the public on MOSPRA program’s prevention and preparedness efforts as well as the status of ongoing litigation.³

Agenda topics included:

- July 2011 U. S. Appeals Court ruling reinstating tugboat escort provisions of MOSPRA
- Status of the development of coastal Geographic Response Plans
- Procurement of oil spill response equipment for Boston Harbor
- Training and field exercises held for municipal and state first responders
- Status of MOSPRA oil spill Trust Fund⁴
- A proposed New Bedford Harbor Waste Oil and Bilge Water Collection Facility

PREVENTION ACTIVITIES

State-Provided Tugboat Escort

This provision is no longer in effect as a result of the July 2011 Appeals Court ruling.

State-Provided Marine Pilot

This provision is no longer in effect as a result of the July 2011 Appeals Court ruling.



Industry-Provided Tugboat Escort

During calendar year 2012, owners/operators of single and double hulled tank vessels carrying more than 6,000 barrels of oil were required to hire a tug boat escort while operating in Buzzards Bay and the Cape Cod Canal under the Oil Spill Act’s reinstated provisions. There were 643 escorts of tank vessels conducted while transiting Buzzards

³ The minutes of the meeting can be found at the following web link.

<http://www.mass.gov/eea/agencies/massdep/news/advisory-committees/oil-spill-act-advisory-committee.html>

⁴ A summary of the latest Trust Fund balances can be found on page 9.

Bay and the Cape Cod Canal from January 1 to December 31, 2012. These escorts were performed by McAllister Towing of New England (DBA Providence Steamboat) and Reinauer Towing and Transportation (DBA Boston Towing and Transportation).

Of the 643 escorts of oil carrying tank barges conducted during 2012, there were 51 occasions (approximately 8% of transits) during which the escort tugboat provided assistance while the vessel was being escorted through Buzzards Bay and the Cape Cod Canal. Table 2 summarizes the 51 occurrences where the escort tug assisted the tug/barge it was accompanying.

Figure 1 shows the number of assists by month. The highest number of assists occurred during December to February. The lowest number occurred in August. The higher number of assists in the winter months is likely due to both an increase in tank barge traffic during winter (home heating oil) and heavier weather.

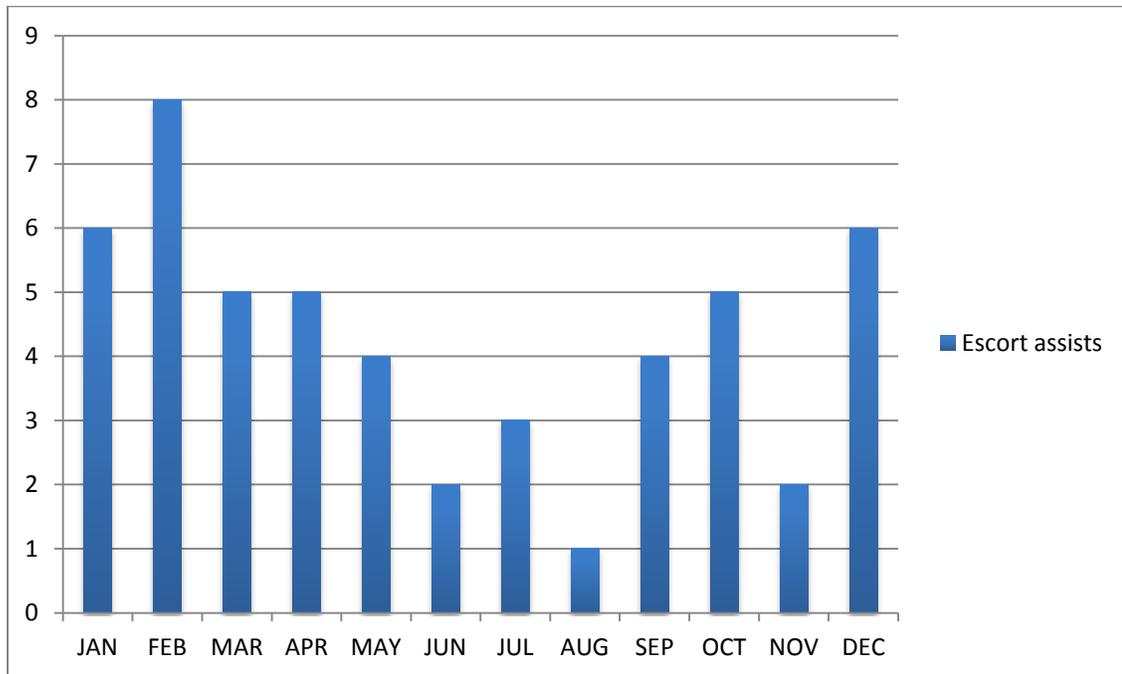


Figure 1. Number of escort assists by month.

Figure 2 shows the distribution of various types of assists during 2012. The assistance provided by the escort tug generally fell into the following categories: 1) it allowed the tug/barge to continue its transit during bad weather conditions; 2) it provided additional horsepower to the towing vessel traveling against the tide; 3) it provided assistance due to a mechanical or steering malfunction; (4) it provided assistance during an interruption to the primary tow or the transition from towing to pushing the tank barge; or (5) it provided assistance in managing vessel traffic.

Most escort tug assists involved incidents where the primary tow was disrupted or where there was heavy weather. Many of the tow disruptions occurred during the transition from towing to pushing; a common practice for a tugboat towing a barge through Buzzards Bay is to shorten up the towing wire when entering the Bay. While not

required, many tug boat captains prefer to move from towing the tank barge to pushing it through the canal. The process requires the towing vessel to release the free-floating barge while the tug moves into “the notch” in the rear of the barge. Using an escort tug to hold the barge in place during this transition from towing to pushing allows for more control of the barge in areas with limited maneuverability.

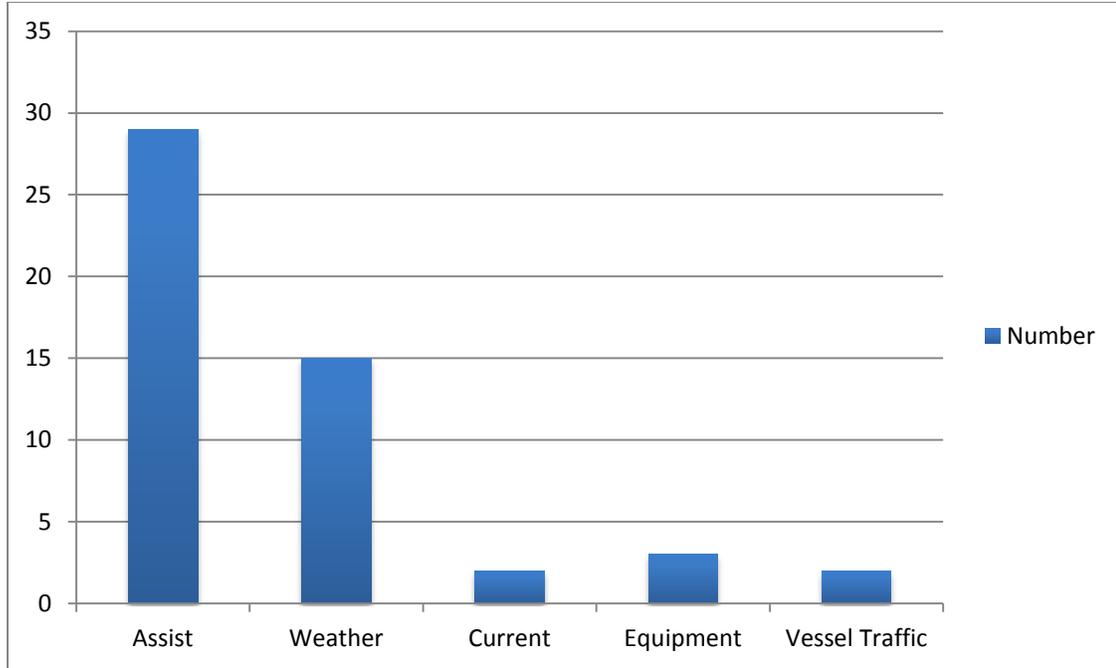


Figure 2. Distribution of various types of escort assists during 2012.

The availability of escort tugs to perform these assists reduces the likelihood of a navigational incident or oil spill and provides an additional level of safety for vessels operating in Buzzards Bay.

Table 2. Buzzards Bay escort tugboat assists in 2013

| DATE | TUG/BARGE | DESCRIPTION | ACTIVITY TYPE |
|-----------|------------------------------|-------------------------------------------------------------------------------------------------------------------|---------------|
| 1/4/2012 | Morton Bouchard/B-210 | Made up to barge while Morton broke tow, weather/fog | Assist |
| 1/6/2012 | Endeavor/VB-38 | Made up to VB-38 @ Cleve ledge as tail boat, weather/fog | Weather |
| 1/19/2012 | Christine McAllister/RTC-502 | Sabine made up to the oil barge in anch L, to steady while making tow, weather | Weather |
| 1/19/2012 | Marion Moran/Adelade | Cement barge, requested a tug to act as "tail boat" to assist steering through the canal, weather | Weather |
| 1/21/2012 | Ruth Reinauer/RTC-102 | Gave the Ruth an assist into and out of Sprague terminal, New Bedford | Assist |
| 1/25/2012 | Susquehanna/DS-506 | Made up to the barge while the transit tug broke tow and made up in push gear for weather ¹ | Weather |
| 2/2/2012 | Gulf Service/Energy11104 | Tug asked the Sabine to make up to the barge to steady it while they broke tow and went to push gear ¹ | Assist |
| 2/3/2012 | Mary Turecamo/Portland | Capt had Sabine make up to the barge as a tail boat through the canal | Assist |
| 2/13/2012 | Frederick Bouchard/B-210 | Made up to barge to keep it in the channel as the Frederick went from towing to push gear-strong | Current |

| DATE | TUG/BARGE | DESCRIPTION | ACTIVITY TYPE |
|-----------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| | | current ¹ | |
| 2/21/2012 | Liberty Service/Energy11105 | Escort requested through the canal for barge carrying ethanol-Tug called Prov and stated they had "mechanical issues" | Equipment |
| 2/21/2012 | Choptank/DS-53 | Made up alongside barge and standby in Anch C for weather | Weather |
| 2/24/2012 | Penn#4/Penn-92 | Assist the Penn#4/Penn-92 into the west end stakes for weather | Weather |
| 2/26/2012 | Penn#4/Penn-92 | Assist the Penn#4/Penn-92 off of the west end stakes for weather | Weather |
| 2/26/2012 | Weddell Sea/DBL-83 | Capt had Sabine make up in the notch to assist unit through the canal | Assist |
| 3/4/2012 | Mary Turecamo/Portland | Capt had Sabine make up alongside barge Portland to assist from Clev Ledge to east end | Assist |
| 3/9/2012 | Jennifer Turecamo/Maria T | Capt ordered tug to assist cement barge from Cleve Ledge to East End, high winds | Weather |
| 3/10/2012 | Mary Turecamo/Portland | Capt had the Sabine make up alongside the barge with 3 lines, high winds | Weather |
| 3/10/2012 | Quenames/Portland | Sabine assisted the barge into the Sandwich Terminal | Assist |
| 3/19/2012 | Christine McAllister/RTC-502 | Sabine assisted the barge into the west stakes due to "0" visibility fog | Weather |
| 4/16/2012 | Brendan Turecamo/Portland | Sabine made up to the barge at Anch C waiting for vis and current | Weather |
| 4/19/2012 | Endeavor/VB-38 | Sabine made up as a tail boat for an assist and boost, from BB #4 to the East End | Assist |
| 4/22/2012 | Jane Bouchard/B-225 | Sabine made up to the barge at Anch C waiting for zero vis | Weather |
| 4/26/2012 | Stephen Scott/RTC-61 | Sabine assisted in search for mariner overboard 0430 until 1430 | Assist |
| 4/27/2012 | Patuxent/DS-508 | Sabine made up to the barge at Cleve Ledge to give assist through canal due to wind and vis | Weather |
| 5/5/2012 | Gulf Service/Energy 11105 | Carrying Ethanol but requested the Sabine to make up to the starbd bow of the barge, from Cleve Ledge to the EE due to weather and wind. | Weather |
| 5/12/2012 | Rhea Bouchard/B-280 | Ordered by Rhea to go ahead and clear small recreational boat traffic on Saturday morning, at Hog 1 & 2 | Vessel traffic |
| 5/27/2012 | Siberian Sea/Columbia | Sabine made up to barge for steering and power help bucking tide through the canal | Assist |
| 5/28/2012 | Bohemia/DS-59 | Sabine made up in notch to assist tow through the canal | Assist |
| 6/9/2012 | Siberian Sea/Columbia | They had the Sabine make up 3 lines in the notch, the Siberian Sea kept the barge on the tow | Assist |
| 6/11/2012 | North Sea/Pacific | Sabine made up to the barge in rough seas while the North Sea went from push gear to tow ¹ | Assist |
| 7/7/2012 | Pocomoke/DS-53 | Stand by to assist with a broken (push gear) tow wire @0615, then push on barge as they adjusted push gear @0745 | Equipment |
| 7/11/2012 | Arabian Sea/DBL-102 | Made up to the barge to assist it through Buzzards Bay and the CCC | Assist |
| 7/31/2012 | Morton Bouchard Jr./B-220 | S/V Lulu Belle sailed over wire between tug and barge despite repeated attempts to contact on VHF. Morton Bouchard Jr. dipped their tow wire to allow the vessel to pass over without incident. | Vessel traffic |
| 8/2/2012 | Brendan Turecamo/ | Requesting an assist from the Sabine, using Sabine as | Assist |

| DATE | TUG/BARGE | DESCRIPTION | ACTIVITY TYPE |
|------------|---------------------------|-------------------------------------------------------------------------------------------------|---------------|
| | Adelaide | a tail boat to go through the CCC | |
| 9/4/2012 | North Sea/Columbia | Sabine made up in the notch to assist in steering the barge through the canal | Assist |
| 9/21/2012 | Siberian Sea/Columbia | Andrew McAllister made up in the notch to assist and steer through the canal | Assist |
| 9/21/2012 | Zachary Reinauer/RTC-26 | Nancy gave assist from stream into the East End Stakes | Assist |
| 9/21/2012 | Zachary Reinauer/RTC-26 | Iona gave assist from the East End Stakes into stream | Assist |
| 10/6/2012 | Siberian Sea/Columbia | Made up to barge @ CC Buoy in push gear from 0600 to 0815 | Assist |
| 10/8/2012 | Siberian Sea/Columbia | Requested to make up in push gear from 0245 to 0600 | Assist |
| 10/9/2012 | Susquehanna/DS-58 | Made up in push gear 1340 to 1545, from Cleve Ledge to East End | Assist |
| 10/12/2012 | Tuckahoe/DS-54 | Put line up to hold barge while Tuckahoe gets into push gear ¹ | Assist |
| 10/20/2012 | Siberian Sea/Columbia | Made up in push gear @ Cleve Ledge 1830 to 2115 | Assist |
| 11/2/2012 | Anacostia/DS-502 | Made up in push gear to steer through the canal | Assist |
| 11/29/2012 | Siberian Sea/Columbia | Sabine made up in push gear at Anchorage C to East End 1430 to 1645 | Assist |
| 12/1/2012 | Weddell Sea/DBL-83 | Made up to barge, power boost to make canal tide 2200 to 0040 | Assist |
| 12/2/2012 | North Sea/DBL-103 | Line up on barge to break tow, stand by at Anchorage C for canal current and weather | Weather |
| 12/9/2012 | Anacostia/DS-56 | Made up to DS-56 to buck max ebb current through CCC 0710 to 0930 | Current |
| 12/18/2012 | Barbara McAllister/B-225 | Sabine had to remove a wire that got fouled up in the Barbara's anchor when leaving Anchorage C | Equipment |
| 12/30/2012 | Siberian Sea/Columbia | Had the Sabine assist her into the West Stakes | Assist |
| 12/30/2012 | Huron Service/Energy 6506 | Assisted the Huron as they broke tow and went into Anchorage C | Assist |

Annual Report to the Massachusetts Legislature on Tugboat Escort Waivers for “Exigent Circumstances”

MassDEP has the authority⁵ to waive the requirements regarding the dispatch of a pilot⁶ and a tugboat escort⁷ upon determination that exigent circumstances exist.

MassDEP provides an annual report to the Massachusetts legislature and to the Environmental Monitor describing the tug boat escorts where use of an escort tug was allowed due to “exigent circumstances” that did not fully comply with the requirements.

In practice, the marine oil spill program has issued waivers under the exigent circumstances provision when there is a shortage of tugboats that fully meet the firefighting specifications in the law. While the waiver escort tugs did not meet the full ABS Fi-Fi 1 firefighting specification, they met a fire fighting standard that was deemed acceptable for the state provided escort tug and also met industry standards for towing or providing assistance to tank barges of the size that transit Massachusetts coastal waters.

⁵ Under M.G.L. c. 21M, §9(f), and 314 CMR 19.03 (1)(b)

⁶ M.G.L. c. 21M, §9(b).

⁷ M.G.L. c. 21M, §9(d).

The report to the Massachusetts legislature for tugboat escort waivers approved in 2012 can be found on the MOSPRA web page at the following link:

<http://www.mass.gov/eea/agencies/massdep/cleanup/marine/#8>

PREPAREDNESS ACTIVITIES

Geographic Response Plans

Since 2007, MassDEP’s Marine Oil Spill Prevention and Response Program has been developing Geographic Response Plan (GRP) to enhance oil spill response preparedness.⁸ GRP’s are map based plans that identify sensitive coastal resources and provide first responders with suggested tactics to be used to protect these areas from oil spill impacts. Figure 3 shows the 160 GRPs that have been developed in Massachusetts over the past five years. GRPs have been developed by region; during 2012, a GRP that covers the lower Taunton River and Mt. Hope Bay area was completed. The development of the Mt. Hope Bay GRP completes the GRP development for the Massachusetts coastline.

Future activity in this area may see to identify additional areas where strategies may be needed and to update and modify existing GRPs as they are field-tested.

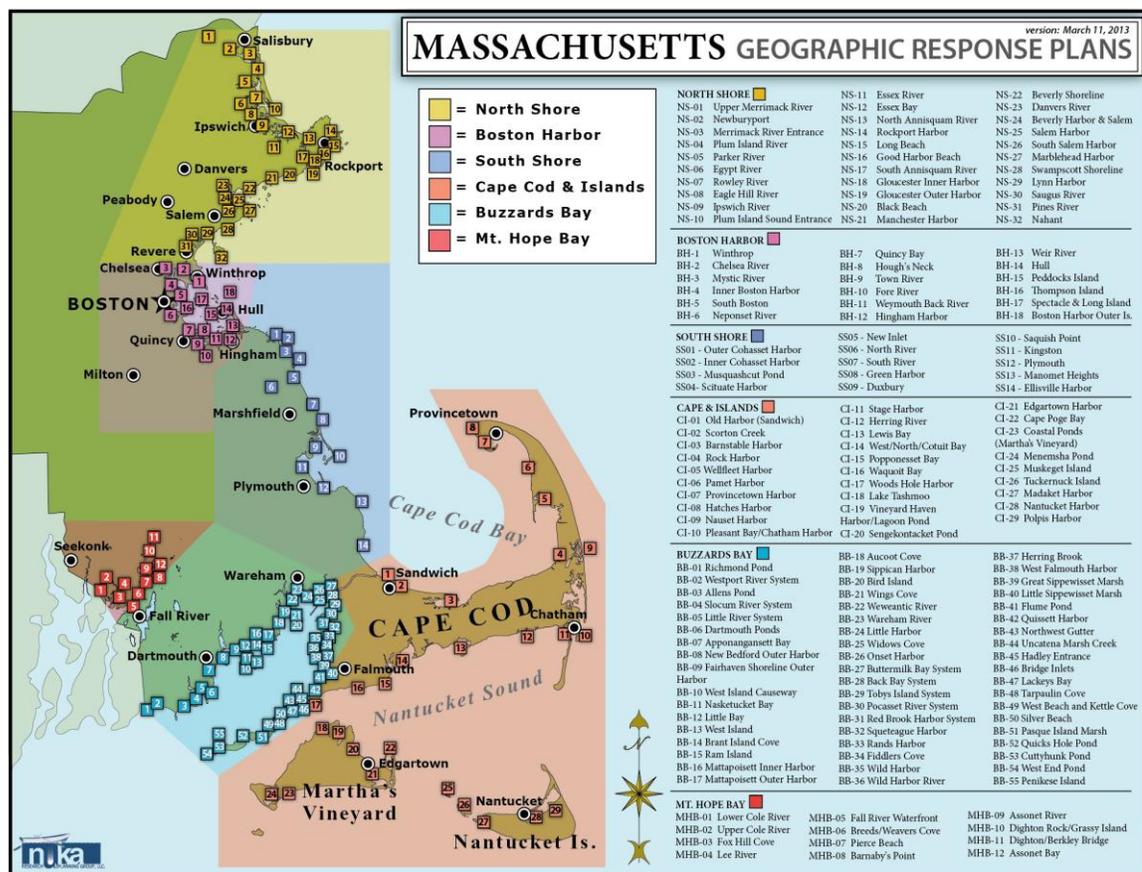


Figure 3. GRPs developed in Massachusetts over the past five years.

⁸ The Massachusetts GRPs can be found at <http://grp.nukaresearch.com>

First Responder Training and GRP Testing Exercises

MassDEP's Marine Oil Spill Prevention and Response Program's preparedness efforts also include efforts to develop a resident spill response capacity by providing local and state first responders with hands on experience deploying oil spill equipment provided by MassDEP. This program began in 2008 and has evolved into a field exercise program that provides an opportunity for first responders to practice deploying protective booming tactics while testing and verifying the Geographic Response Plan strategies.

The program uses contracted resources from Nuka Research & Planning Group and Moran Environmental Recovery and includes:

- Classroom training and equipment familiarization;
- Hands-on deployment of MassDEP-provided oil spill equipment;
- Familiarizing responders with plans such as Area Contingency Plans, GRPs, and MassDEP/MEMA procedures for oil spill equipment allocation;
- Field testing of protection strategies found in the GRPs.



All field exercises follow the U.S. Department of Homeland Security Exercise Evaluation Program (HSEEP) guidelines and objectives and utilize the ICS structure and principals.

During 2012, the Marine Oil Spill Program sponsored and conducted first responder field exercise/GRP tests for coastal communities at the following locations:

- May 10, 2012 – Fall River/ Acushnet: Battleship Cover
- May 16, 2012 – Beverly/Salem; Beverly Harbor, Beverly
- October 3, 2012 – Gloucester/Rockport/Manchester-by-the-Sea; Gloucester
- October 9, 2012 – Salisbury/Newburyport: Merrimack River, Newburyport

From 2009 – 2012 the first responder training and GRP Testing program has conducted field exercises in 39 of the 70 coastal Massachusetts communities and 15 of 160 GRP strategies have been tested. The program annually completes a summary and “lessons learned” review of the field exercises.⁹

The Marine Oil Spill Program continues to receive requests from coastal communities to provide these training/field exercises. They are frequently covered by local and regional press and receive positive media attention.

Homeland Security Exercise Evaluation Program Grants (HSEEP)



In recent years, municipal budgetary constraints have resulted in requests from Fire Departments for funding support for overtime (OT) and backfill costs associated with sending first responders to MassDEP’s Marine Oil Spill Program sponsored exercises. To address these requests, MassDEP has applied for Homeland Security grant funding through the Northeast Homeland Security Regional Advisory Council (NERAC), Southeast Homeland Security Regional Advisory Council (SERAC) and Urban Areas Security Initiative (UASI) for reimbursement of municipal OT/backfill costs to attend exercises. HSEEP funding for OT/backfill costs has been approved for all field exercises since the spring of 2011.

The alignment of MassDEP’s Marine Oil Spill Program with the HSEEP exercise program has provided the benefit of increased coordination at the municipal, county and

⁹ First responder field exercise/GRP tests lessons learned from 2009 – 2012 can be found at xxxxxxxx.

state level as well as increasing awareness of and competence in the use of NERAC & SERAC equipment assets.

Oil Spill Equipment Procurement, Maintenance and Restocking

To implement the program’s goal of enhancing local and state capability to respond to a coastal oil spill MassDEP has provided 81 oil spill response trailers to 70 Massachusetts coastal communities. The trailers contain a mix of 12- and 18-inch hard boom, sorbent boom, anchors, line, floats, inflatable culvert plugs, and other equipment for first responders in local communities and the state to use to contain oil spills and protect the shoreline. In addition, 2,000 feet of 36-inch boom suitable for offshore use has been purchased and staged at the State Pier in New Bedford and Massachusetts Maritime Academy in Bourne. Figure 4 shows a map of trailer locations and sizes. MassDEP has continued its commitment to perform maintenance and restocking of this equipment to ensure it remains in a state of readiness.

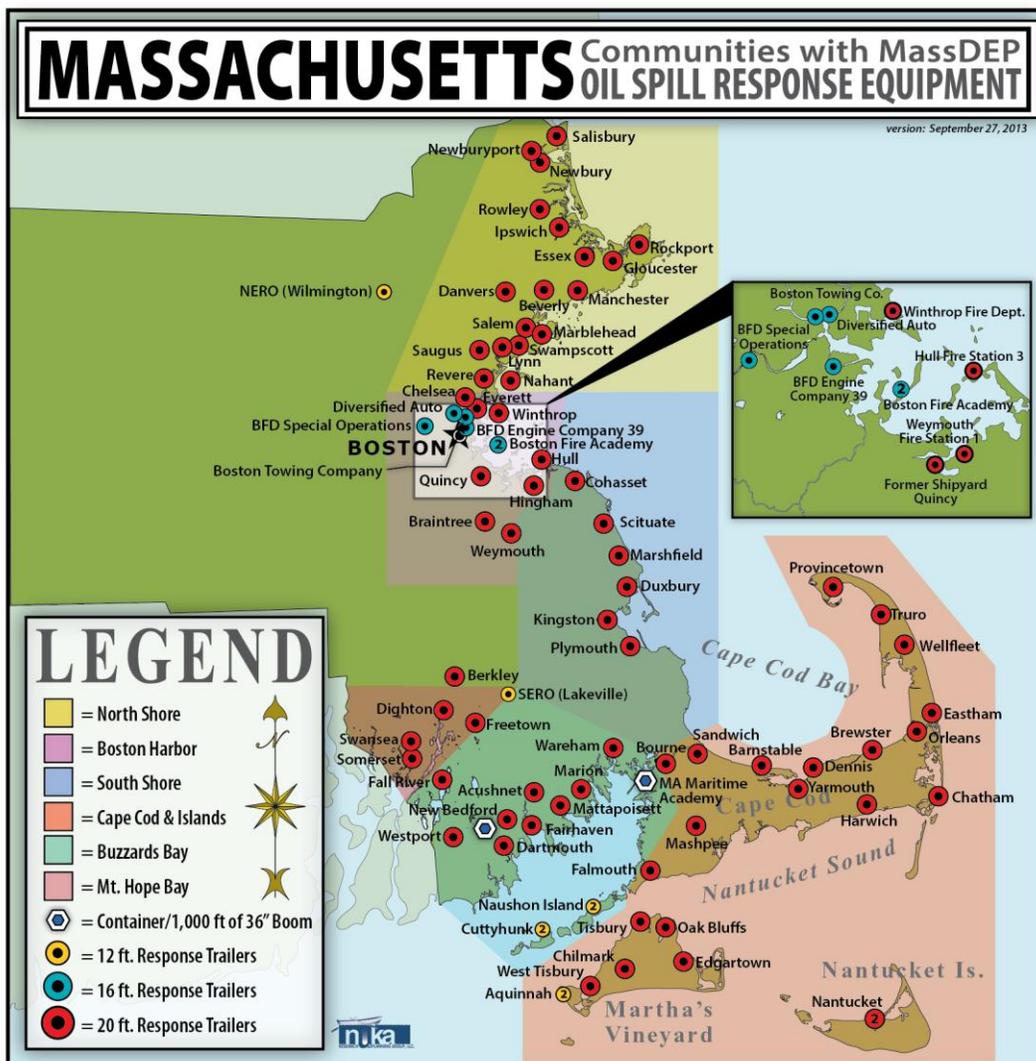


Figure 4. Massachusetts communities with MassDEP oil spill response equipment.

Boston Harbor Equipment Procurement

During 2012, a procurement of six oil spill equipment trailers to protect Boston Harbor was completed. Four of the six oil spill trailers had been placed in service by the end of 2012. The locations of the prepositioned oil spill equipment can be found at the following link. <http://www.mass.gov/eea/agencies/massdep/cleanup/marine/oil-spill-trailer-locations.html>

Massachusetts Maritime Academy Oil Spill Equipment

In 2012 Massachusetts Maritime Academy (MMA) procured oil spill response equipment utilizing funds provided by a \$45,000 grant from the Massachusetts Environmental Trust.

This grant, facilitated through MassDEP via a Supplemental Environmental Project, was granted to MMA to procure an oil spill response trailer and a pneumatic oil skimmer that can be used as a training tool for academy cadets as well as by first responder from communities surrounding Buzzards Bay. The grant also provides funding for MMA to host annual training exercises for federal, state and local Buzzards Bay first responders in 2013, 2014 and 2015.