

# Marine Pilot Program

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# State Marine Pilot Notification Process

- Tank vessels should contact the Massachusetts Emergency Management Agency (MEMA) at (888) 304-1133
- The MEMA telephone operator will provide the caller with a confirmation number
- If vessels requests state pilot - caller contacts either
  - Northeast Pilots – 800 274-1216 or
  - Boston Coastwise Pilots – 617 510-0082



# MassDEP Marine Pilot Program

- Began on March 1, 2009
- 40 notifications made to date
- 27 state funded marine pilot trips
- 7 towing vessel companies participating
- \$70,000 in invoices processed

March 1- 31, 2009



# MassDEP Marine Pilot Program

- Comments and feedback from industry and pilot associations
- MassDEP will work with MEMA and industry to explore ways to automate 24 hr notification
  - e-mail, on-line, e-DEP



# Status of Current Implementation Activities



# Oil Spill Equipment Procurement

- Currently 48 spill trailers distributed to 41 communities and 2 MassDEP regional offices
- Procure 20 spill trailers in Fall 2009
- Procure 8 spill trailers in Spring 2010



# MassDEP 20' Oil Spill Response Trailer



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# MassDEP 20' Oil Spill Response Trailer



# Spill Response Equipment Locations



# Equipment Familiarization Training

- **Each community will participate in a one day basic familiarization training**
- **Regional training classes held in North Shore, South Shore and Mt. Hope Bay/Taunton River**
- **Participation by USCG, MEP, encouraged**
- **Fall 2009**
- **Spring 2010**



# Geographic Response Plans



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# North Shore GRP

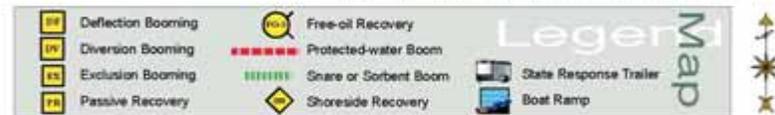
- NUKA Research & Planning Group
- Form Work Group (agency, industry, response organizations, stakeholders).
  - First meeting April 29,2009 at NOAA NMFS Gloucester
- Prioritized sites for GRP development (25-35 sites selected).
- Survey sites.
  - May - July 09
- Develop GRP (apply tactics to site).
  - July - Aug 09
- Present GRP to Area Committee
  - Incorporate into Area Plan



# GRP Format

## Tactics Map

### Geographic Response Plan for Cape and Islands, Massachusetts Popponesset Bay, CI-15



*DRAFT: The tactics represented here have not been approved by the Area Committee and should not be considered final. If you have questions or comments please contact us by email at [com@nuka.com](mailto:com@nuka.com)*

Date Surveyed: 11/28/07 Date Tested: 00/00/00  
version: April 30, 2008

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# Tactics Tables pages 2 & 3

Geographic Response Plan for *Cape and Islands, Massachusetts*

ID	Location & Description	Response Strategy	Implementation
CI-15-01 <b>DF</b>	<b>Popponesset Bay</b> Lat. 41°23'16.47"N Lon. 70°24'38.17"W	<b>Deflection</b> Deflect oil away from the entrance to Popponesset Bay to Sea-Off recovery.	Deploy anchors and booms with skiffs. Place 5x300 ft sections of 16 to 18" booms in a staggered array to deflect incoming oil to the away from the entrance to Popponesset Bay. Tand throughout the tide.
CI-15-02 <b>DF</b>	<b>Popponesset Bay</b> <b>Popponesset Beach</b> a. Lat. 41°23'13.87"N Lon. 70°27'52.17"W <b>Popponesset Creek</b> b. Lat. 41°24'44.07"N Lon. 70°27'24.27"W	<b>Divert and Collect Shoreline</b> Use 16 to 18" booms in the identified pattern and place to divert oil to a shoreline collection location.	Deploy anchors and booms with skiffs. Put (a & b) place 400 ft of boom at each site at the proper angle to divert incoming oil to the collection site. At the collection site a hook to the boom may provide protection against oil impacting the beach. Set up shoreline recovery at both sites and stand throughout the tide.
CI-15-03 <b>PR</b>	<b>Popponesset Bay</b> Lat. 41°23'17.27"N Lon. 70°27'36.47"W	<b>Passive Recovery</b> Place passive recovery tactics to recover oil that may collect in the marsh on Meadow Point.	Place and anchor 1200 ft. of boom or sub-boom booms in front of the entrance to the marshes at Meadow Point. Replace as necessary to maintain the recovery.
CI-15-04 <b>EX</b>	<b>Popponesset Bay</b> <b>Meadow</b> a. Lat. 41°23'13.77"N Lon. 70°27'46.07"W b. Lat. 41°23'05.97"N Lon. 70°27'51.17"W c. Lat. 41°23'04.17"N Lon. 70°27'53.17"W <b>Oshtaway Bay</b> d. Lat. 41°23'58.17"N Lon. 70°27'53.17"W <b>Ripshold Point</b> e. Lat. 41°23'44.87"N Lon. 70°27'41.17"W <b>Popponesset Cove</b> f. Lat. 41°23'45.17"N Lon. 70°27'11.17"W <b>Melique River</b> g. Lat. 41°23'59.67"N Lon. 70°23'27.67"W <b>Somerset River</b> h. Lat. 41°24'11.17"N Lon. 70°27'40.17"W	<b>Exclusion</b> Exclude oil from reaching or leaving the identified streams and intertidal areas with 16 to 18" booms in Popponesset Bay.	Deploy anchors and booms with skiffs at high tide. Five (a-h) place booms across the identified channels to exclude oil from leaving or entering the marine area. Five (i-k) place the booms in 2 chevron patterns using the island as an anchor point for the arrays, at an angle to exclude oil. Five (l) place booms across the entrance to Popponesset Cove. Five (m) place the booms across the Melique and Somerset Rivers. Angle as necessary to maintain oil exclusion. Tand throughout the tide. Boom Lengths: a. 800 ft. b. 600 ft. c. 600 ft. d. 1200 ft. e. 1200 ft. f. 300 ft. g. 400 ft. h. 400 ft.
CI-15-05 <b>PO-S</b>	<b>Popponesset Bay</b> Nantuxet water in the general area of Lat. 41°24'13.17"N Lon. 70°24'38.17"W	<b>Sea-Off Recovery</b> Maintain Sea-Off recovery in the e-Rifters & nearshore environment of Popponesset Bay depending on spill location and trajectory.	Deploy Sea-Off recovery skiff teams upwind and up current of the Popponesset Bay. Use aerial surveillance to locate incoming skiffs. Ensure that responders have experience with extensive Sea-Off recovery.

April 30, 2008

*Popponesset Bay, CI-15*

ID	Response Resources	Staging Area Site Access	Resources Protected	Special Considerations
CI-15-01 <b>DF</b>	<b>Deployment</b> <b>Equipment</b> 1500 ft. 16 to 18" booms 15 anchor systems 2 skiff skiffs <b>Personnel/Support</b> 10 total (1 vessel operator + 3 responders per vessel, 2 shore-side responder per collection site) <b>Tending</b> 2 skiffs <b>Personnel/Support</b> 5 total (1 vessel operator + 1 responder per vessel, 3 shore-side responder per collection site)	Town Landing (off of Great Neck Rd 5) or New Seabury Marina (Falmouth Station to Great Neck Road 5 to Seal Beach Road to Somerset Ln to Somerset Rd to By the Green Way to Daniels Island Rd). Outway Bay boat ramp - dirt parking lot to mud boat ramp not usable at low tide. Boat ramps may not be usable at low tide.	Fish/shellfish, birds, birds-waterfowl concentration, seabirds, shorebirds Marine mammals - seals Fishery - marsh, shellfish habitat, harvest beach Human Use-Commercial boat harbor, agriculture, high-use recreational area Land management - SWR Threatened Endangered species- Piping Plover (April 1 - Aug 31)	Visual monitor should have local knowledge. Use caution to notify diver during routine when divers are present. Working areas may include beach, sandbars, Eelgrass, and waterover areas in dunes. Consult with USFWS as early as possible regarding shoreline collection areas and access plans. Entire site surveyed: 11/28/07. Tand: not yet
CI-15-02 <b>DF</b>	<b>Deployment</b> <b>Equipment</b> 800 ft. 16 to 18" booms 4 anchor systems 2 skiff skiffs 2 shore-side recovery system <b>Personnel/Support/Support</b> Same as CI-15-01 <b>Tending</b> <b>Personnel/Support/Support</b> Same as CI-15-01	Same as CI-15-01	Same as CI-15-01	Visual monitor should have local knowledge. Tand: not yet
CI-15-03 <b>PR</b>	<b>Deployment</b> <b>Equipment</b> 1200 ft. boom or sub-boom booms 24 anchor skiffs <b>Personnel/Support/Support</b> Same as CI-15-01 <b>Tending</b> <b>Personnel/Support/Support</b> Same as CI-15-01	Same as CI-15-01	Same as CI-15-01	Use stage booms for persistent oils and sub-boom for non-persistent oils.
CI-15-04 <b>EX</b>	<b>Deployment</b> <b>Equipment</b> 5500 ft. 16 to 18" booms 28 small anchor systems 12 skiff skiffs <b>Personnel/Support/Support</b> Same as CI-15-01 <b>Tending</b> <b>Personnel/Support/Support</b> Same as CI-15-01	Same as CI-15-01	Same as CI-15-01	Visual monitor should have local knowledge. Tand: not yet
CI-15-05 <b>PO-S</b>	Deploy multiple Sea-Off recovery skiff teams as required to maintain interception of oil before it impacts sensitive areas.	Same as CI-15-01	Same as CI-15-01	Visual monitor should have local knowledge. Use extreme caution, check waters with radar & continuously shifting sand bars. Currents and winds are locally variable and can create dangerous operating circumstances.

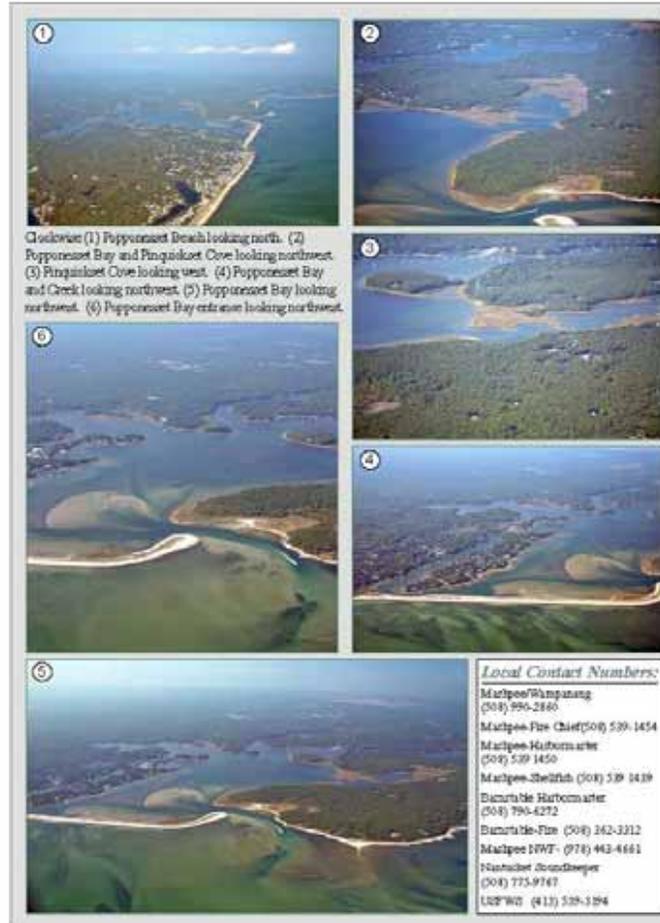
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# Site Photos and Local Contacts pages 3 & 4

## Geographic Response Plan for Cape and Islands, Massachusetts

### Popponesset Bay, CI-15



April 30, 2008

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# Buzzards Bay GRP Update

- Strategies revised to align with UC & first responder achievable strategies
- Foster local by-in
- Standardize tactics, terminology, format
- Several sites added



# GRP Testing & Training Program

- 3 Year GRP Field Testing
- 6 sites selected/year; 3 spring, 3 Fall
- Use local responders, USCG, State, Contractor resources
- Document deployment test lessons learned
- Incorporate into GRP



# Equipment & Training Coordination

- Wildlife Rehabilitation Equipment
- Response Training with Mass Environmental Police



# OSA Trust Fund

OIL SPILL PREVENTION FUND BALANCE						
April 7, 2009						
					4/06/2009	
	FY05	FY06	FY07	FY08	FY09	Totals from Inception
Beginning Balance	\$0	\$1,410,369	\$2,838,038	\$4,127,537	\$4,819,905	
Revenue Collected	\$1,492,186	\$1,817,058	\$1,789,321	\$1,632,832	\$1,072,641	\$7,804,038
Expenditures	(\$81,817)	(\$389,389)	(\$499,822)	(\$940,464)	(\$751,389)	(\$2,662,881)
Available Balance		\$2,838,038	\$4,127,537	\$4,814,563	\$5,141,157	\$5,141,157



# Current Projects

## MASS OIL SPILL ACT PROJECT PLANNING

Projects in Process*	Budget	Expenditures as of 4/9/09	Estimated Expenditures as of 6/30/09	Outstanding Balance
Procure Trailers and Training for NS, SS & MHB Communities (2009 – 2010)	\$930,000	\$0	\$30,000	\$930,000
Trailer Maintenance & Restocking (2008 - 2010)	\$65,119	\$34,902	\$45,000	\$30,217
Develop GRP for NS Communities (2009 – 2010)	\$79,450	\$0	\$15,000	\$79,450
FX Training and GRP Testing (2009 – 2011)	\$100,000	\$0	\$0	\$100,000
Coastal Risk Evaluation & Equipment Inventory (2008 – 2009)	\$60,100	\$50,340	\$60,100	\$9,760
Marine Pilots Program (3/1/09 – 6/30/09)	\$300,000	\$74,549	\$300,000	\$225,451
OSAAC 3 year Plan, admin support (2008 – 2009)	\$50,000	\$44,387	\$50,000	\$5,613
Pilot Program Support (2009)	\$1,500	\$0	\$1,500	\$1,500
Rescue/Escort Tug Procurement (2008 – 2009)	\$67,515	\$67,515	\$67,515	\$0
Program Technical Support (2008 – 2009)	\$51,160	\$18,519	\$20,000	\$32,641
Program Salaries and Support (2008 – 2009)	\$400,000	\$229,001	\$400,000	\$170,999
<b>Total Outstanding Project Expenses</b>	<b>\$2,104,844</b>	<b>\$519,213</b>	<b>\$989,115</b>	<b>\$1,585,631</b>

\* projects cover more than one FY

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# Planned Projects

Planned Projects	Estimated Budget	
	FY 2010	FY 2011
Procure Equipment to Fill Gap Needs	\$250,000	\$250,000
Equipment Maintenance & Restocking	\$75,000	\$75,000
Marine Pilot Program	\$900,000	\$900,000
Develop Next Round of GRP's	\$60,000	\$60,000
Program Technical Support	\$50,000	\$50,000
Program Salaries and Support	\$350,000	\$350,000
VMRS Equipment Upgrades	\$300,000	
FX Training and GRP Testing	\$42,000	\$42,000
Rescue/Escort Tug Program Operation	\$2,000,000	\$2,000,000
<b>Total Cost Proposed Projects</b>	<b>\$4,027,000</b>	<b>\$3,727,000</b>

