

Designated Port Area (DPA) Fact Sheet

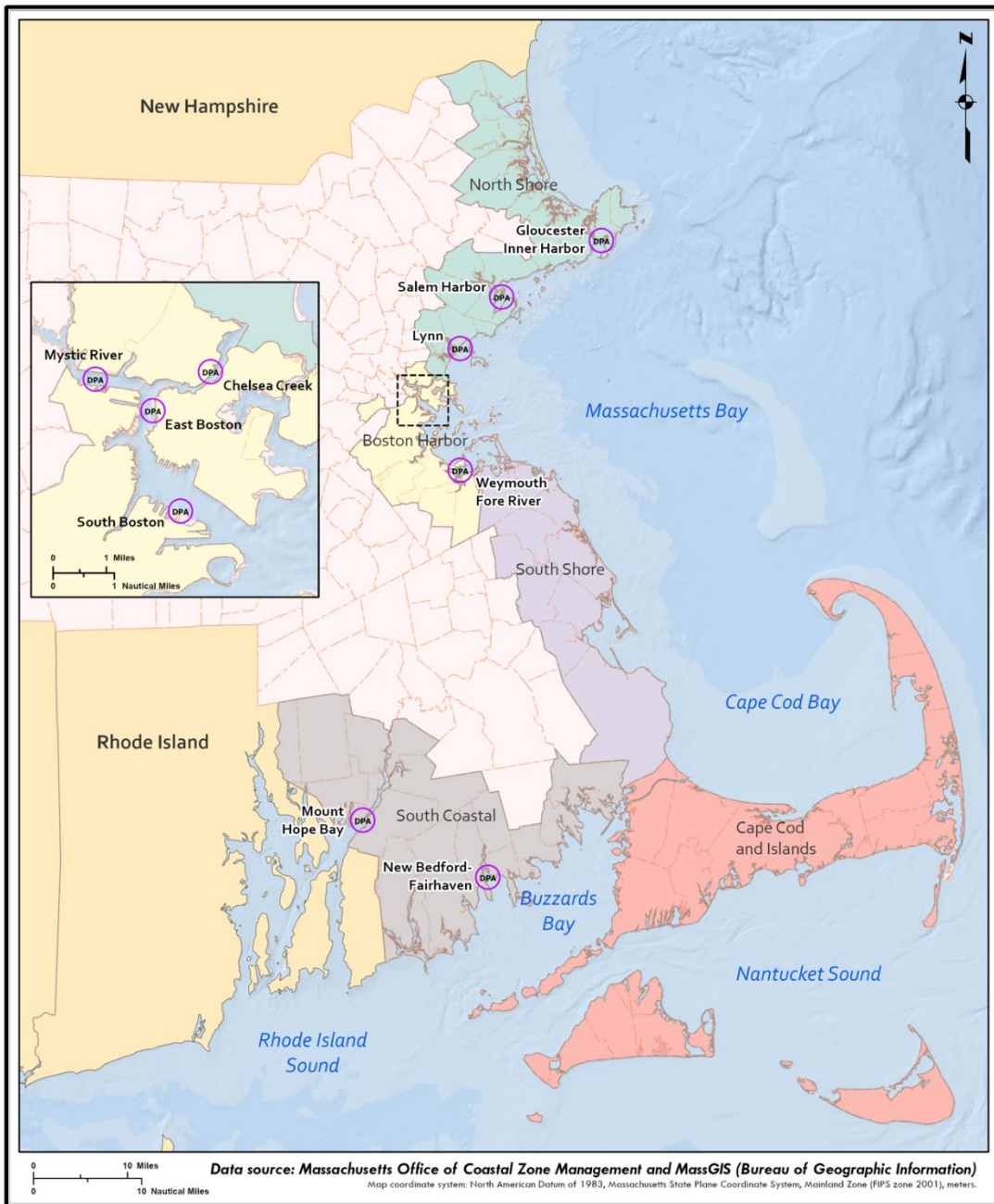
Overview and Contact Information

To protect and promote water-dependent industries, the Commonwealth of Massachusetts has established 10 Designated Port Areas (DPAs), which make up approximately two percent of the state's coastline. These DPAs—Gloucester Inner Harbor, Salem Harbor, Lynn, Mystic River, Chelsea Creek, East Boston, South Boston, Weymouth Fore River, New Bedford-Fairhaven, and Mount Hope Bay—have particular physical and operational features important for marine industrial facilities. (See map on next page for DPA locations.) DPAs have historically supported commercial fishing operations, fish-processing facilities, the transfer of goods between ship and shore, and operations requiring large volumes of water for withdrawal or discharge. DPAs are increasingly supporting manufacturing, processing, and production activities that require marine transportation, including the growing offshore renewable energy supply chain, research and development of marine technologies and robotics, and commercial aquaculture.

Water-dependent industries make up a major share of the maritime economy in Massachusetts, an important and expanding sector of the state's overall economy. The purpose of the DPA program is to work cooperatively with municipalities to promote these industries and to prevent the loss of areas that have key characteristics for water-dependent industrial uses. While water-dependent industrial uses vary in scale and intensity, they all generally share a need for infrastructure with three essential components: 1) a waterway and associated waterfront that has been developed for some form of commercial navigation or other direct water use; 2) backland space that is conducive in both physical configuration and use character to the siting of industrial facilities and operations; and 3) land-based transportation and public utility services appropriate for general industrial purposes. Today's economic, environmental, and social factors pose prohibitive challenges to intensive port development elsewhere along the coast—effectively making DPAs a non-renewable resource—which underscores the importance of preventing the conversion of these areas to housing, office space, recreation, dense commercial development, or other uses that are typically incompatible with DPA activities. Loss of these developed port areas limits the potential for future water-dependent industrial development in Massachusetts.

CZM provides technical assistance to support proactive DPA planning. See the contact information below and www.mass.gov/info-details/czm-port-and-harbor-planning-program-designated-port-areas for more information.

- **North Shore** - For questions about the DPAs on the North Shore (Gloucester Inner Harbor, Salem Harbor, and Lynn), contact: Kathryn Glenn, CZM North Shore Regional Coordinator, at kathryn.glenn@mass.gov (email) or 617-947-9169 (phone).
- **Boston Harbor** - For Boston-area DPAs (Mystic River, Chelsea Creek, East Boston, South Boston, and Weymouth Fore River), contact: Joanna Yelen, CZM Boston Harbor Regional Coordinator, at joanna.m.yelen@mass.gov (email) or 617-845-7962 (phone).
- **South Coastal** - For DPAs in CZM's South Coastal Region (New Bedford-Fairhaven and Mount Hope Bay), contact: Sam Haines, CZM South Coastal Regional Coordinator, at samuel.haines@mass.gov (email) or 617-694-8235 (phone).



0 10 Miles
0 10 Nautical Miles
Data source: Massachusetts Office of Coastal Zone Management and MassGIS (Bureau of Geographic Information)
Map coordinate system: North American Datum of 1983, Massachusetts State Plane Coordinate System, Mainland Zone (FIPS zone 2001), meters.



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DESIGNATED PORT AREAS (DPAs)



Commonwealth of Massachusetts
Maura T. Healey,
Governor



Executive Office of Energy and Environmental Affairs
Rebecca L. Tepper,
Secretary



Massachusetts Office of Coastal Zone Management
Tyler Soleau,
Acting Director



Massachusetts Department of Environmental Protection
Bonnie Heiple,
Commissioner

Massachusetts Office of Coastal Zone Management
100 Cambridge Street, Suite 900 | Boston, MA 02114 | (617) 626-1200
CZM Information Line: (617) 626-1212 | CZM Website: www.mass.gov/czm



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