

3. The Task Force then **voted** (with Messrs. Brathwaithe, Brown, Cahill, Chatinover, Davis, Sederholm and Suso voting in favor, and Messrs. Rozum and Vercruyse abstaining) to approve the minutes of the Task Force's October 22, 2020 meeting in public session.

Freight Transportation for the Island of Martha's Vineyard

4. Mr. Sayers recounted how, at the Task Force's last meeting, a suggestion had been made for the Task Force to devote this entire meeting to the subject of freight transportation for the island of Martha's Vineyard. In this regard, Mr. Sayers stated that he had provided the Task Force members with a number of documents, including the summary report of a survey that had been conducted by consultants for the SSA in 1997 of the SSA's major shippers and truck reservations data. Mr. Sayers then opened the meeting for discussion.

SSA Freight Survey – July 1997

5. Mr. Davis stated that the survey was undertaken in connection with the SSA's efforts to look at alternative mainland ports to determine where freight shippers were coming from and how many there were. Although Mr. Davis said that the survey was obviously dated, he noted that it reported that the value of commodities carried by the SSA to both islands was around \$565,000,000 at that time, which meant that, with inflation and the growth of the economy, that value is now probably greater than \$1,000,000,000.

Mr. Davis also noted that the survey found that 16% of the trucks traveling on the SSA's ferries originated from Rhode Island, that 37% originated from Massachusetts north and west of Cape Cod, and that 15% originated from southeastern Massachusetts. In addition, Mr. Davis said, a large contingent of all of the fuel deliveries were coming from Rhode Island; fuel deliveries accounted for 9% of the total number of trips; and a lot of the food distributors were situated in southeastern Massachusetts west of Cape Cod.

In response to a question from Mr. Brathwaite, Mr. Davis stated that fuel being transported by the SSA to the islands is still originating from Rhode Island, and that JP Noonan's fuel trucks originate in Rhode Island. But Mr. Rozum noted that not all of the propane comes from Rhode Island.

In response to a question from Mr. Cahill, Mr. Davis stated that it was surprising that the 1997 survey indicated that construction materials accounted for a higher percentage of shipments than food products, but he noted that he did not believe Stop & Shop had a store on the island in 1997.

Agreement between the SSA and the Town of Barnstable

6. Mr. Vercruysse then noted that the 1997 report of the SSA staff's analysis of a mainland port facility referred to an agreement between the SSA and the Town of Barnstable, and he asked whether that agreement was still in force. In response, Mr. Davis recounted how the agreement had been entered into when Barnstable did not have a voting member on the SSA's board; rather, it had veto power over any capital projects undertaken by the SSA in the Town of Barnstable of \$50,000 or more. Mr. Davis stated that the agreement had been entered into in 1992 when the SSA was looking to rebuild its Hyannis terminal, and that the agreement since had been modified on a couple of occasions over the years. At this point, Mr. Davis said, its primary effect is that it limits the length of SSA vessels that can use the Hyannis terminal to 235 feet, which is why that is the length of the *M/V Woods Hole*.

In response to a question from Mr. Brown, Mr. Davis stated that the agreement also limits the number of daily trips that the SSA can operate between Hyannis and Nantucket, which is why the SSA is close to, if not effectively at, full capacity on that route. Mr. Sayers also noted that, in the last amendment to the agreement that was made in 1997, the SSA agreed to several milestones it had to achieve with respect to Nantucket freight traffic and that it achieved all of those milestones by 2004. As a result, Mr. Sayers said, the SSA has satisfied all of its obligations under the agreement with respect to freight service, the last of which was to identify a freight facility off of Cape Cod. Mr. Sayers stated that the SSA satisfied that obligation by identifying the New Bedford State Pier as the potential mainland freight facility. In this regard, Mr. Sayers noted that, under the 2002 amendments to the SSA's enabling act, the SSA also had been given some rights to use that facility, which was then under the management of the City of New Bedford. Thus, Mr. Sayers said, the freight provisions under the agreement effectively have been achieved and the agreement's ongoing limitations pertain to the number of trips per day the SSA can operate from Hyannis and the length of its vessels that can use the Hyannis terminal.

Mainland Freight Facility Analysis – November 1997

7. Mr. Sayers then noted that the analysis conducted by the SSA's staff in November 1997 of an alternative mainland freight facility concluded that, as a practical matter, there are no mainland freight ports that are adequate for the SSA's operations except for New Bedford and Woods Hole, and that those two ports are the only two practical alternatives to provide any type of freight ferry service for Martha's Vineyard.
8. At this time, Mr. Law joined the meeting, and he informed the other Task Force members that Mr. Santoro was unable to make the meeting this day.

New Bedford North Terminal

9. Mr. Sayers observed that there are practical limitations to providing ferry service from New Bedford and that, at this point, there are no facilities in New Bedford that are available. In this regard, Mr. Sayers asked whether the Task Force might want to invite someone from the New Bedford Port Authority to participate in a future meeting to find out what the status is of New Bedford's plans to develop the North Terminal north of the Fairhaven Bridge. Mr. Brown then stated that he had been in touch with New Bedford Port Director Edward Anthes-Washburn, who informed him that the City has broken ground, is on track, and expects to complete the terminal in a couple of years. Mr. Brown also stated that he had alerted Mr. Anthes-Washburn that he may be invited to one of the Task Force's meetings in the near future, and that the New Bedford State Pier was in worse condition than previously thought because the whole bulkhead where the buildings are supported is failing. Accordingly, Mr. Brown said, he believes the North Terminal will be completed and operational before the State Pier is fixed.

In response to a question from Mr. Cahill, Mr. Brown stated that he did not know what the North Terminal will look like, but he noted that New Bedford Mayor Jonathan Mitchell was hopeful that the City will be able to tie a rail line into that terminal to make it really effective. Mr. Brown also observed that it will be at least two years before the terminal is operational, and he offered to read an email he had received from Mr. Anthes-Washburn, who Mr. Davis noted is also the City of New Bedford's representative on the SSA's Port Council.

Reading the email, Mr. Brown stated that the City of New Bedford hoped to be out to bid in November 2020, to start in January 2021, and be finished by the fall of 2022, and that the City would start to lease out the spaces in the fall of 2021. Mr. Brown noted that the New Bedford Port Authority will be the manager of the North Terminal, unlike the New Bedford State Pier, which is managed by Mass Development. Mr. Brown also noted that the next project will be the repair of the Fairhaven Bridge, which is often in disrepair, and that the City will be looking for money to fix it. But Mr. Brown observed that, if the only ferry service between the North Terminal and Martha's Vineyard is for freight, the repair of the bridge is not time critical, although it could result in cost overruns for freight shippers if the bridge is out of service.

Mr. Rozum noted that another issue with providing freight service from the North Terminal is the limitation on the number of hours that CDL drivers can work per day, which might deter freight shippers from using that service. But Mr. Brown observed that everyone still has a couple of years to work through those issues if the terminal is going to be viable. In this regard, Mr. Davis stated that a concern is what side of the bridge will a vessel get stuck on if the bridge is not operational. In response, Mr. Brown stated that, if the bridge's state of disrepair gets to be a critical problem, the City simply could leave the bridge open and divert vehicular traffic elsewhere. Indeed, Mr. Brown said, if the North Terminal becomes viable, that well may be what the City does.

Mr. Vercruysse noted that he had read in one of the SSA's documents that the Mayor of New Bedford was unwilling to accept municipal waste, and he asked if that was still the case. In response, Mr. Sayers stated that the Mayor had expressed that when there was exploration of using the New Bedford State Pier, not the North Terminal. In this regard, Mr. Sayers noted that the City of New Bedford has a vision for the State Pier that is more pedestrian friendly and has events and shows there, and that the Mayor was not pleased with the idea of having a freight service from Martha's Vineyard which would only result in taking garbage to New Bedford. However, Mr. Sayers said, if there is a larger freight service, he thought the Mayor would be more amenable to some of it being municipal waste, and certainly going to the North Terminal is different than using the State Pier.

In response to a question from Mr. Brathwaite, Mr. Sayers stated that the State Pier is closer to Martha's Vineyard because the North Terminal is farther north, although probably not more than 15 minute of additional sailing time. But Mr. Sayers noted that the issue is whether the bridge is stuck in a position that blocks vessel traffic which results in vessels being stuck on either side of the bridge and not being able to get through. Mr. Sayers observed that this was why the area north of the bridge was not the SSA's ideal location for a freight terminal in the early 2000s. By contrast, Mr. Sayers said, the State Pier is south of the bridge, although that facility has since deteriorated. Mr. Sayers also noted that the State Pier was the location for the New Bedford freight ferry terminal when freight service was provided between New Bedford and Martha's Vineyard in 2000-2001.

Mr. Vercruysse also noted that the SSA's documents referred to scheduling the freight ferry trips to take place when the bridge is scheduled to be open. In response, Mr. Sayers stated that the bridge openings are on a timetable so, assuming everything goes well, ferry trips would be able to be coordinated with the bridge schedule. Mr. Sayers also noted that Ralph Packer operates his barge service from his own property which is north of the bridge.

Potential Martha's Vineyard Freight Facilities

10. Mr. Cahill then noted that, while identifying a mainland terminal that can be used to provide freight service for Martha's Vineyard was one part of the puzzle, another part of the puzzle was identifying whether the island can handle additional freight coming or going from another mainland location. Mr. Sayers agreed, noting that during the summer all of the SSA's vessels are in full service, and that the only way the SSA could increase service during that time would be to increase the number of trips provided by the *M/V Sankaty* beyond its three currently scheduled daily trips on weekdays with additional trips in the late afternoon or early evening as well as on weekends.

But Mr. Cahill asked, assuming that two or three years from now the island were to seriously consider having someone provide freight service from New Bedford, whether there would be any opening on the island that would allow that to occur. In response, Mr. Sayers stated that the SSA currently has some openings at the Vineyard Haven terminal early in the morning after its vessels depart for their first trips of the day after berthing there overnight, but that those openings only lasted until 9:00 a.m. or 10:00 a.m. when all

five of the SSA's vessels on that route are in operation. In addition, Mr. Sayers said, there are some openings at the Vineyard Haven terminal in the late afternoon and early evening for another vessel to use one of the slips to dock, unload, load and leave, but those are really the only opportunities within the operating day.

Mr. Cahill asked if those were all of the openings for both the Vineyard Haven terminal and the Oak Bluffs terminal. In response, Mr. Sayers stated that all of the openings were for the Vineyard Haven terminal because the Oak Bluffs terminal is often closed due to sea conditions. As a result, Mr. Sayers said, the SSA's operating schedules are coordinated so that all of its trips to and from both Vineyard and Oak Bluffs can sail into Vineyard Haven whenever the Oak Bluffs terminal is closed.

New Bedford – Martha's Vineyard Operating Schedule

11. Mr. Davis then noted that a freight vessel similar to the SSA's vessels would be able to make three round trips between New Bedford and Vineyard Haven within an 18-hour operating day. Mr. Rozum pointed out that such an operating schedule would be similar to the SSA's operating schedule between Hyannis and Nantucket, with similar transit and turnaround times. Accordingly, Mr. Rozum said, in order for a vessel to arrive at Vineyard Haven at 7:30 a.m., it probably would leave New Bedford around 5:15 a.m.

Mr. Brown then asked Mr. Davis whether the SSA was thinking, in terms of planning, of having the SSA provide a freight service from New Bedford or whether it was still leaning towards having an independent carrier provide the service. In response, Mr. Davis stated that currently the SSA does not have enough vessels to be able to provide the service itself. Mr. Davis also noted that, when Hvide provided the service in 2000-2001, its vessel was a little slower than the SSA's vessels but was still able to operate at basically the same speed.

Ralph Packer's Barge Operations and the Possibility of Barging Solid Waste Off-Island

12. Mr. Law then asked whether anyone has approached Mr. Packer about providing the service. In response, Mr. Brathwaite recounted how, a few meetings ago, the Task Force had discussed that possibility and felt he would not be able to do anything for four to five years because of his work with Vineyard Wind. Mr. Sayers further recounted how the Task Force had thought it would be a good idea to invite Mr. Packer to participate in one of their meetings to find out what his plans are. In this regard, Mr. Sayers noted that Mr. Packer is able to take trucks on his barges and, if he is able to carry baled trash off-island, it would result in reduction of trucks on the SSA's vessels that would open up space for other freight and possibly some more island residents who want to travel on excursion fares.

Mr. Cahill then asked whether the SSA would be open to having Mr. Packer carry multiple-vendor rental cars on his barges. In response, Mr. Sayers recounted how, a few years ago, Mr. Packer had prompted litigation because he had carried rental cars on his barges without

asking the SSA for permission, and the SSA had capacity itself to carry those cars. But Mr. Sayers stated that this would be something that the SSA would have to look at again, although he noted that the SSA can still transport rental cars itself during off-hours and thereby subsidize other aspects of its service that island residents need.

Mr. Sayers then observed that a better prospect for barge service is solid waste because it can be carried on barges without the need to have drivers on board. In addition, Mr. Sayers said, as Mr. Law had noted the previous meeting, all of the garbage trucks from Martha's Vineyard go by way of New Bedford one way or the other, whether they go to SEMASS or Crapo Hill. Accordingly, Mr. Sayers stated that, in his opinion, that would be the least controversial service that could operate from an alternative mainland port, and was also the type of freight that Woods Hole and Falmouth residents least want to have go through their community.

Mr. Sederholm then asked whether it is possible for a roll-off truck to pick up a trailer of solid waste at the refuse district, drive onto a barge and drop it off, and then have the solid waste picked up at the other end with another roll-off truck. In response, Mr. Sayers stated that he believed Mr. Packer has done that in the past within his own facilities, that he may have enough space in Vineyard Haven to have some cabs and trailers stationed there, and that he also may have enough space in his New Bedford facility. Mr. Law agreed, saying that Mr. Packer does have space in both places, that probably ten 100-cubic-yard trailers can be placed on his barge, and that someone could be stationed in New Bedford to take them, dump them and bring them back. Accordingly, Mr. Law said, such an operation really would make sense.

Mr. Cahill suggested that it would be good to have Mr. Packer on a call because no one knows what is going to be happening with his facilities due to Vineyard Wind. Mr. Law agreed. Mr. Brown then recounted how, when he had spoken with Mr. Packer a few years ago, he had been very willing to consider barging baled trash from the island because a lot of his business at that time was carrying modular homes to the island. Mr. Brown then asked whether there has been any progress on developing baling facilities on the island. In response, Messrs. Brathwaite and Vercruysse stated that they had heard that the Town of Edgartown was planning to have its solid waste baled on the island, possibly at Bruno's facility, as part of its plans to expand its refuse district, and Mr. Brathwaite asked whether Bruno's trucks could then put the baled waste on Mr. Packer's barge.

13. Mr. Vercruysse also noted that there is a question about where the island is going to get sand after the island's sand pit closes down, and he stated that he assumed Mr. Packer would barge sand from the mainland. Although Mr. Vercruysse stated that he did not know when that is going to happen, he noted that it would be an incentive for Mr. Packer to bring sand to the island if he were to have a full barge going back to New Bedford.

Mr. Rozum pointed out that the trash haulers are one of the SSA's few freight shippers that travel full in both directions, in contrast to food trucks go to the island full but return to the mainland empty. Therefore, Mr. Rozum asked whether, if trash ends up being barged from the island, the trash haulers' backhaul will be barged as well. In response, Mr. Brown

stated that he thought there is going to be enough trash for everyone and that barging it will only reduce some of the trash being carried on the SSA ferries, which will result in the trash haulers continuing to backhaul.

Mr. Law observed that, while the trash haulers do backhaul on some of their trips, he did not know whether they backhauled all the time. Mr. Law also observed that a problem with barging solid waste is that it needs to be stored after it is baled and protected from rats and seagulls. On the other hand, Mr. Davis said, Tetra Tech's report identified a benefit from baling, namely, that SEMASS can store those bales at its facility and burn them during off-peak times when it is receiving lower quantities of refuse. But Mr. Law noted that he was not talking about needing to store the bales at SEMASS; rather they would need to be stored when they are still at Bruno's on the island.

After Mr. Brathwaite asked whether, as part of the baling process, the trash would be wrapped in plastic, Mr. Law stated that he thought the Task Force should invite Mr. Packer to a meeting, and Mr. Cahill agreed.

The SSA's 2000-2001 Pilot New Bedford Freight Service Program

14. Mr. Cahill then asked why things did not work out the first time the SSA tried to have more freight from New Bedford. In response, Mr. Sayers stated that he thought the personality of George Leontire, who was then the City Solicitor for the City of New Bedford, was a big issue, and that he seemed intent on only getting New Bedford in the newspaper every day and fighting every effort the SSA made. Mr. Sayers also stated that a freight service from New Bedford is more expensive than a freight service from Woods Hole, as the trip between New Bedford and Martha's Vineyard would be two hours and fifteen minutes, the same time it takes the SSA's freight boats to sail between Hyannis and Nantucket. As a result, Mr. Sayers said, the SSA's customers would be paying Nantucket prices for that ferry service, which creates some problematic economics. Further, Mr. Sayers observed that goodwill between neighbors is needed whenever economics are involved, and that Mr. Leontire had not allowed that. Although Mr. Sayers conceded that this was his subjective opinion, he noted that he had spent a good portion of three years defending the SSA against attacks by Mr. Leontire, who did not seem as much interested in the long-term interests of any of the communities.

But Mr. Sayers noted that Mr. Leontire is not active in New Bedford government today, that he was City Solicitor under then-New Bedford Mayor Frederick M. Kalisz, Jr., and that there have been two Mayors of New Bedford since then. In this regard, Mr. Sayers stated there would have to be a discussion about the significant economic, financial and logistical issues with operating a freight service from New Bedford, and that both of those Mayors have been terrific.

Mr. Rozum then recounted how he had been in the SSA's Reservations Department at the time of the SSA's pilot New Bedford freight service program and stated that one of the issues the freight shippers had with that service was the lack of frequency of trips, which

also took five hours on a round-trip basis. Mr. Rozum also observed that because boats from New Bedford are out longer at sea, they are also more susceptible to cancellations and, when trips do cancel, freight shippers have to wait hours to go on the next trip from New Bedford. Mr. Rozum noted that this was unlike traveling from Woods Hole because, if one of those trips cancels, there are two or three trips leaving shortly afterwards.

Mr. Cahill asked whether the dynamic of the SSA's Nantucket service is similar to service from New Bedford in terms of the length of time, cost and other limitations. Mr. Rozum stated that it was, and that the way to make New Bedford freight service work would be to have freight shippers ship their trucks on the boats the way they do on the SSA's ferries between Hyannis and Nantucket, so that they are not tying up their drivers for 2-½ hours each way. Mr. Rozum noted that freight shippers can have someone put a truck on the boat at one port and then have someone else meet the truck on the other end. Mr. Rozum observed that this works well on the SSA's Nantucket route and would be something that would help facilitate the adoption of New Bedford service by the freight shippers.

Consideration of Freight Service from New Bedford

15. Cautioning that he does not mean to oversimplify or belittle the opinions of the island's partners who live in Woods Hole and Falmouth, Mr. Chatinover asked whether any financial or logistical reason has been given for transporting freight to the island from New Bedford due to the amount of traffic in Woods Hole. Expounding on Mr. Chatinover's question, Mr. Sederholm noted that he was asking for reasons other than the impact of the SSA's freight traffic on the lives of Woods Hole and Falmouth residents.

In response, Mr. Brown recounted how, when the SSA began operating its 5:30 a.m. freight trip from Woods Hole, not enough notice had been given to the neighborhood and, as a result, it has now awakened a group of people who are starting to look at the fact that the SSA's traffic is a growing situation and that it is going to continue to grow. Mr. Brown noted that people are wondering how much it will grow, what will be the end of the growth, how much capacity Woods Hole has, and whether Woods Hole already is at that capacity. Accordingly, Mr. Brown said, the Task Force has to develop a plan for what the real long-term future is for the SSA's freight traffic. For example, observing that the SSA already was operating a 5:30 a.m. freight trip, Mr. Brown asked what was going to happen in a few years – adding a 4:30 a.m. freight trip? – and then a 3:30 a.m. trip and a 2:30 a.m. trip? – and he declared that Woods Hole was a tough location for an operation with unlimited hours. Therefore, noting that it is now at the point where the SSA starts operating ferry trips from Woods Hole at 5:30 a.m., Mr. Brown asked what is next and what is the plan for the future.

After Mr. Sederholm agreed that this was an entirely reasonable question, Mr. Vercruysse observed that, if it is still true that half of the island's freight originates from places other than Cape Cod, it would make a lot of sense to catch that freight which is coming from the south and have it transported from New Bedford. But Mr. Vercruysse stated that the

economics would still have to work and that the service would have to be subsidized so that island rate payers do not pay the whole cost.

Mr. Chatinover then observed that Woods Hole is just a natural port for the island because it is close, and it seemed to him that the most expensive part of freight transportation from warehouses to island consumers was the ferry and that, to a point, decreasing the amount of time spent by truck drivers on the ferry more than compensates for the additional driving time. Accordingly, Mr. Chatinover asked whether the island is willing to make a financial tradeoff between the amount of time spent by truck drivers on the ferry versus driving on the road. In response, Mr. Sayers noted that, in the late 1990s, the SSA had another consultant, Cambridge Systematics, analyze what the net cost of transporting freight to the island would be if it were transported from New Bedford compared to being transported from Woods Hole, and the consultant took into account the savings that freight shippers would realize from not having any wear or tear on their trucks due to them not being driven between New Bedford and Woods Hole.

Mr. Sayers further stated that cost of freight transportation is one part of the analysis when evaluating the possibility of having freight service from New Bedford, and other parts of the analysis include the reliability of the service and the less frequent trips. In this regard, Mr. Rozum noted that a way to make a trip from New Bedford more attractive is to have it arrive in Vineyard Haven before the first trip from Woods Hole arrives there. For example, Mr. Rozum said, if a ferry were to leave New Bedford at 3:30 a.m., it would arrive just after the SSA's 5:30 a.m. boat leaves Vineyard Haven, which might attract some freight shippers, especially the multi-stop food shippers and UPS.

Mr. Davis also noted that, when the SSA operated its pilot program with Hvide, it had charged the same freight rates for trucks regardless of whether they were traveling from Woods Hole or New Bedford. As a result, Mr. Davis said, freight shippers were not influenced to leave from one port or the other due to the tariffs the SSA charged, although he observed that there obviously were other costs associated with those trips. Mr. Davis also stated that, unlike the SSA's Nantucket terminal, where trucks are left for hours after having been driven off the ferries and before being picked up later in the day, there is not enough real estate at the SSA's Vineyard Haven terminal to store trucks there. Accordingly, Mr. Davis stated that trucks shipped to Vineyard Haven without drivers would have to be picked up when the boats arrive.

Mr. Rozum also noted that truck drivers often have more work to do each day that just making their deliveries on the island. For example, Mr. Rozum said, a lot of times after truck drivers make their deliveries on the island, they get their trucks ready for the next day. As a result, Mr. Rozum observed that they want to get off the island as quickly as they can.

16. Mr. Brathwaite then asked what the limitation is for the number of trucks that can pass through Vineyard Haven during the off-season, noting that this seemed to be one of the issues regarding New Bedford freight service given that the SSA does not have any parking spaces for them. Indeed, Mr. Brathwaite asked whether the SSA already was at capacity,

observing that the SSA can only have so many ferries arrive and depart during the winter. Mr. Brathwaite also noted that another issue was the fact that there is only a three-day supply of fuel on the island, which makes it imperative that the island receives enough fuel for people to survive. In response, Mr. Davis stated that, during the winters of both 2020 and 2021, the SSA has scheduled two hazardous trips a day on Mondays through Fridays, with an extra hazardous trip on Wednesdays to accommodate an island-based shipper to travel off-island and return later that day.

Possible Off-Shore Fuel Delivery Facility

17. Mr. Brown suggested that, if there were some kind of rig offshore of Martha's Vineyard that had a pipe run to it, all the island would need is a place where a large tanker could pull up and pump fuel directly into a reserve tank. Mr. Brown noted that this type of operation would not need a real port and could work offshore of any available land on the island where some fuel capacity could be built. But Mr. Brathwaite observed that the island's propane is stored at the airport, which is in the middle of the island, and that there would be difficulty with the Town of Tisbury if efforts were made to develop such a facility there.

Mr. Brathwaite then asked whether Mr. Packer already had such facilities, but Mr. Brown stated that he got rid of them because the regulations were too oppressive and he wanted to make room for cruise ships to dock there. Mr. Rozum also noted that the island of Nantucket previously had such an operation where a small barge delivered fuel to the island, but not anymore. Instead, Mr. Rozum said, the island has extra fuel storage and fuel is trucked there. Mr. Davis recounted how, around 20 years ago, there had been a proposal on Nantucket for a vessel carrying fuel to pull up alongside an offshore platform and pump it into pipes, but that the proposal had been turned down for environmental reasons. Mr. Sayers stated that that was his memory as well, and that Nantucket previously had piped fuel from the Town Dock to the airport, but that the operation had run into environmental issues. Mr. Law agreed, noting that the operation had been by Harbor Fuel, but that it ended due to liability issues from having underground pipes.

Identifying a Location on the Island for a Possible Freight Facility

18. Mr. Law declared that Mr. Packer may have the answer to all of these issues, noting that he has storage capacity both in New Bedford and on Martha's Vineyard and would not need to involve the SSA at all. In this regard, Mr. Sederholm agreed that port capacity is the key because the island has very limited locations where facilities can be constructed to allow vessels to offload and, even with respect to those few locations, the logistics would be daunting due to objections from neighbors. Indeed, Mr. Sederholm questioned whether such a facility be located anywhere on the island other than at the SSA's or Mr. Packer's properties.

After Mr. Brown suggested that the island should negotiate with Mr. Packer for a right of first refusal upon any sale of his property, given that it appears to be so critical to Martha's Vineyard, Mr. Sederholm asked whether anyone was aware of any other place on the island where there could be a freight facility. In response, Mr. Brathwaite stated that he could not think of any place that would be a safe harbor and protected from wind, observing that Edgartown would not have such a facility and that Oak Bluffs was exposed.

Mr. Law then asked if anyone has thought of using the DeSorcy property in Vineyard Haven that is up for sale, observing that a freight facility there would only need to have a bulkhead put up and some dredging to it because the water is not deep enough. Mr. Law stated that the property would be a perfect place for a slip, as it has quite a bit of waterfront. After Mr. Sederholm noted that the Black Dog ships would have to be moved out of the way, and possibly the pier as well, Mr. Vercruysse stated that there are limitations in Vineyard Haven Harbor because it is a District of Critical Planning Concern (DCPC). But Mr. Law noted that the principal DCPC limitation is that a property's use needs to be marine-related and that this use would certainly be marine-related.

The Task Force's Next Meeting

19. Mr. Sayers noted that the Task Force has requested that Mr. Packer be invited to participate in their next meeting. Mr. Law suggested that, when the SSA invites Mr. Packer, his son, John Packer, should be invited as well. The Task Force then agreed with Mr. Davis's suggestion that Mr. Anthes-Washburn be invited to participate in another meeting after the Task Force's meeting with Mr. Packer. Mr. Cahill also observed that it might be of value to invite a representative of the New Bedford Airport to a future meeting, but Mr. Brown stated that it probably would be appropriate to have only one guest per meeting.
20. The Task Force then agreed that its next meeting will take place via Zoom from 4:30 p.m. to 6:00 p.m. on either Thursday, January 7, 2021 or Thursday, January 14, 2021, depending upon the availability of Mr. Packer.
21. Mr. Sayers then asked if any attendees of the meeting wanted to make any comments, but no one responded.

Then, at approximately 5:30 p.m., the Task Force unanimously **voted** (with Messrs. Brathwaite, Brown, Cahill, Chatinover, Davis, Law, Rozum, Sederholm, Suso and Vercruysse voting in favor) to adjourn their meeting that day.

A TRUE RECORD

Steven M. Sayers
Approved by the Task Force at their meeting
on January 14, 2021

Documents and Exhibits Used at the Task Force's November 19, 2020 Meeting

1. Agenda for the Task Force's November 19, 2020 Meeting (posted November 17, 2020).
2. Draft Minutes of the Task Force's October 22, 2020 meeting in public session (dated November 16, 2020).
3. SSA Freight Survey Summary Report by KJS Associates, Inc. and FXM Associates, dated July 1997.
4. Report of Analysis of a Mainland Freight Facility to Serve the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority by the SSA's staff, dated November 14, 1997.
5. Preliminary Report on the Feasibility of Providing Freight Service between New Bedford and Martha's Vineyard by the SSA's staff, date April 12, 2016, together with the SSA staff's Responses to the Public Comments Received Regarding the Preliminary Report, dated March 2, 2017.
6. Initial Report on the Possibility of Freight Ferry Service between Martha's Vineyard and New Bedford by Flagship Management, dated August 10, 2017.
7. Tisbury Oak Bluffs Solid Waste Transportation Alternatives by Tetra Tech, dated April 25, 2018.