



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

February 9, 2021

Adam Turner, Executive Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, Massachusetts 02557

Re: Tisbury Marine Terminal – Tisbury (DRI 699)

Dear Mr. Turner:

I understand that, during the pre-public hearing review of Ralph M. Packer's DRI application for his proposed project to improve the Tisbury Marine Terminal (DRI 699), which was conducted by the Martha's Vineyard Commission's Land Use Planning Committee via Zoom on January 25, 2021, John Packer stated that the Steamship Authority (SSA) has come to the applicant ("Mr. Packer") and asked if he could use his barges to transport freight that is being carried by trucks on the SSA's ferries. That statement is incorrect. The SSA has **not** asked Mr. Packer to carry any freight that is being carried by trucks on the SSA's ferries.

Mr. John Packer's statement is presumably based upon discussions that have taken place during recent meetings of the SSA's Long-Range Vineyard Transportation Task Force (the "Task Force"), which is comprised of representatives from the Dukes County Commissioners, the Martha's Vineyard Commission, and the Towns of Falmouth, Oak Bluffs and Tisbury to attempt to identify reasonable steps that can be taken to address issues and concerns about freight and other traffic in each of those communities on a long-term basis. One topic of discussion has been what role Mr. Packer's barge operations might play in meeting Martha's Vineyard future freight needs; but at the moment the Task Force is merely engaged in preliminary discussions and factual inquiries; it has **not** arrived at any conclusions, and neither the Task Force nor the SSA has asked Mr. Packer to carry any freight that is being carried by trucks on the SSA's ferries.

For example, the Task Force invited both Mr. Packer and John Packer to participate at its last meeting on January 14, 2021 to discuss the general topic of freight transportation service by barge between the City of New Bedford and the island of Martha's Vineyard, including:

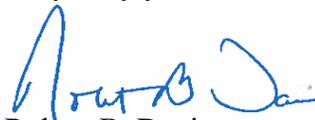
- (a) Freight transportation service between New Bedford and Martha's Vineyard that historically has been and is currently being provided by barge;

- (b) Current plans for future barge service between New Bedford and Martha's Vineyard;
- (c) Impact of the Vineyard Wind project on future barge service between New Bedford and Martha's Vineyard; and
- (d) Possibilities for expanded barge service between New Bedford and Martha's Vineyard in the future.

One possibility for expanded barge service by Mr. Packer that was discussed at that meeting was the potential transportation of baled solid waste on Mr. Packer's barges from the island to New Bedford. But this was merely an exploratory discussion of that topic that was focused on asking Mr. Packer about his barge operations and his perspectives on such a possibility, and the Task Force reached no conclusions about whether Mr. Packer should be asked to transport baled solid waste from the island. Indeed, it would not be appropriate for either the Task Force or the SSA unilaterally to make such a request. Any such endeavor would need to involve not just the SSA, but also the island communities that would be essential participants in, and affected by, such a significant change in the manner of their solid waste disposal, including in particular the Towns of Oak Bluffs and Tisbury, and/or the Martha's Vineyard Refuse Disposal & Resource Recovery District.

With that said, the SSA has great respect for Mr. Packer and his barge operations, which we hope will continue to provide the essential freight service for the island that they have provided in the past by carrying cranes and other large construction equipment that cannot reasonably be carried on the SSA's ferries because of their size, modular homes, petroleum in bulk, and other bulk, break-bulk and containerized cargoes. The SSA also looks forward to continuing our discussions with Mr. Packer and the island's communities about how there might be long-term changes in the nature and extent of those barge operations that can be supported and approved by all interested parties, including the SSA, to ensure that the island is provided with adequate transportation of the necessities of life for years to come.

Very truly yours,



Robert B. Davis
General Manager

cc: Mr. Ralph M. Packer (via email)