



2014

PROGRAM ACTIVITIES & ACCOMPLISHMENTS

# Massachusetts Oil Spill Prevention & Response Act

M.G.L. Chapter 21M



*Main Cover Photos: Nuka Research & Planning Group, LLC and Richard Packard, MassDEP (retired)*



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

### 2014 PROGRAM ACTIVITIES & ACCOMPLISHMENTS

*This report describes and documents the MassDEP Marine Oil Spill Prevention and Response Program activities and accomplishments during 2014.*

#### STATUTORY & LITIGATION BACKGROUND

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April 27, 2014 marked the 11th 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' 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



**Figure 1- Cleanup Activities after B-120 Spill**

provisions for 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.

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 the American Waterways Operators (a trade association for the tug and barge industry). The Coast Guard was initially successful in preempting the state law, and in 2007 Massachusetts was temporarily enjoined from carrying out the mandatory tugboat escort provisions of MOSPRA<sup>1</sup> 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 previous 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 escort. The July 2011 Appeals Court ruling relieved MassDEP of its obligation to provide state-funded tugboat escorts and pilots and re-established a central provision of 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. In January 2015, USCG decided not to reopen litigation, therefore MOSPRA requirements remain in effect.

The end of 2014 brought the end of single-hull barges and tankers for transport of bulk oil. The Oil Pollution Act of 1990 (OPA-90) specified the phase out of single-hull barges and tankers for transport of oil as cargo by January 1, 2015.

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 in which 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.

MassDEP hopes to continue to work with the USCG to develop rules for Buzzards Bay that will ensure protection of Massachusetts's coastal waters and shoreline.

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<sup>1</sup> The injunction prevented MassDEP from implementing and enforcing MOSPRA's manning and tugboat escort requirements under Mass. Gen. Laws Chapter 21M, §§ 4, 6, and 314 CMR 19.00.

## PLANNING & ADMINISTRATION

### *MOSPRA Advisory Committee Meeting*

On December 11, 2014 a MOSPRA Advisory Committee Meeting was held in Scituate’s Community Boating building. The meeting was the tenth 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.

Agenda topics included:

- Proposal for New Bedford Harbor Oil Spill Prevention Project
- Proposal for Wave Sensor Buoy in Cape Cod Bay
- Update on USCG Advanced Notice of Proposed Rulemaking for Buzzards Bay
- US Army Corps of Engineers Draft General Permit
- Presentation of Tug Escort Data
- Update on Ongoing MOSPRA Program Implementation Activities
- Update on MOSPRA Program Plan and Trust Fund Status

### *MOSPRA Trust Fund*

Currently, the MOSPRA fee is 5 cents per barrel of petroleum that is unloaded at a marine terminal in Massachusetts. Table 1 shows the trust fund balance as of December 2014.

*Table 1. MOSPRA Trust Fund Balances*

	<b>Beginning Balance</b>	<b>Revenue Collected</b>	<b>Expenditures</b>	<b>Available Balance</b>
<b>FY05</b>	\$0	\$1,492,186	(\$81,817)	\$1,410,369
<b>FY06</b>	\$1,410,369	\$1,817,058	(\$389,389)	\$2,838,038
<b>FY07</b>	\$2,838,038	\$1,789,321	(\$499,822)	\$4,127,537
<b>FY08</b>	\$4,127,537	\$1,632,832	(\$940,464)	\$4,819,905
<b>FY09</b>	\$4,819,905	\$1,639,681	(\$1,192,050)	\$5,267,536
<b>FY10*</b>	\$5,267,536	\$1,820,054	(\$2,761,615)	\$4,325,975
<b>FY11</b>	\$4,325,975	\$3,775,809	(\$4,397,820)	\$3,703,964
<b>FY12</b>	\$3,703,964	\$3,842,442	(\$653,588)	\$6,892,819
<b>FY13</b>	\$6,892,819	\$3,644,620	(\$719,077)	\$9,818,362
<b>FY14</b>	\$9,818,362	\$3,651,491	(\$705,434)	\$12,764,419
<b>YTD FY15<sup>#</sup></b>	\$12,764,419	\$1,463,605	(\$215,985)	\$14,012,039

\*Fee increased to \$.05/bbl on 4/1/2010  
<sup>#</sup>As of December 31, 2014 (First and Second Quarters of FY15)

### *Proposed Projects*

MassDEP is evaluating two proposals for MOSPRA funding and hopes to move ahead with these two projects in 2015.

### ***New Bedford Harbor Mystery Spill Pilot Project***

The City of New Bedford's Harbor Development Commission (HDC) requested MOSPRA Funds to assist in addressing chronic mystery oil spills in New Bedford and Fairhaven Harbor. Approximately 30 mystery spills are reported to MassDEP in New Bedford Harbor every year. The HDC's original proposal was modified into a pilot project that, if successful, could be used in other ports in Massachusetts. A Harbor Oil Spill Work Group comprised of representatives from local, state and federal agencies, commercial fishing and marine support industries, and non-government organizations worked together to develop the various aspects of this pilot project. The pilot project consists of a multi-faceted approach to reduce oil spills in the harbor. Funds from the MOSPRA Trust will pay for an education and outreach coordinator, for bilge pump outs on vessels, the development and dissemination of educational materials, and for enhanced enforcement.

The outreach coordinator will systematically engage with local vessel owners to discuss oil spill causes, procedures for addressing oil in the vessel's bilge, and proper fuel handling practices. The pilot project will also offer bilge pump outs by a MassDEP contractor. MOSPRA funds will be used to develop educational materials to be handed out to vessel owners as well as to develop and post signage informing people about how to report oil spills. Finally, the proposed project will involve an increase in enforcement and surveillance. Upon final approval, MassDEP will commit \$110,000 from the MOSPRA fund for this project.

### ***Wave Sensor Buoy***

Northeast Regional Association of Coastal and Ocean Observing Systems (NERACOOS) initially requested funding for a wave sensor buoy to be located in Buzzards Bay. Following discussions with pilots, ACOE's Cape Cod Control, USCG and NERACOOS, it was determined that the greatest need for a wave sensor buoy is in Cape Cod Bay just east of the Cape Cod Canal. The sea state in Cape Cod Bay can vary dramatically from that in Buzzards Bay. Currently, a tug & barge unit loaded with oil will often decide to go east through the canal knowing only anecdotally the conditions awaiting it in Cape Cod Bay. A wave sensor buoy will provide real time data which will allow tug & barge unit captains to decide if conditions warrant anchoring in Buzzards Bay or proceeding through the canal bound for northern ports.

The wave buoy would collect directional wave measurements (i.e., wave height, length (period), and direction of approach) which will be integrated into the overall Physical Oceanographic Real-Time System (PORTS) and be publicly accessible. The wave buoy fits an explicit provision of MOSPRA:

*"The commissioner may use money from the fund:...(9) to pay for vessel navigational safety improvements including, but not limited to, systems for supplying real-time navigation condition information using the Physical Oceanographic Real-Time Systems (PORTS) operated by the National Oceanic and Atmospheric Administration."*

The preliminary cost estimate for procurement, installation and 3-years of maintenance is between \$300,000 and \$400,000. (Estimated cost of the sensor & buoy is \$150,000 with yearly maintenance costs estimated at \$60,000/yr.) If approved, MassDEP would enter into an agreement with NOAA for this project.

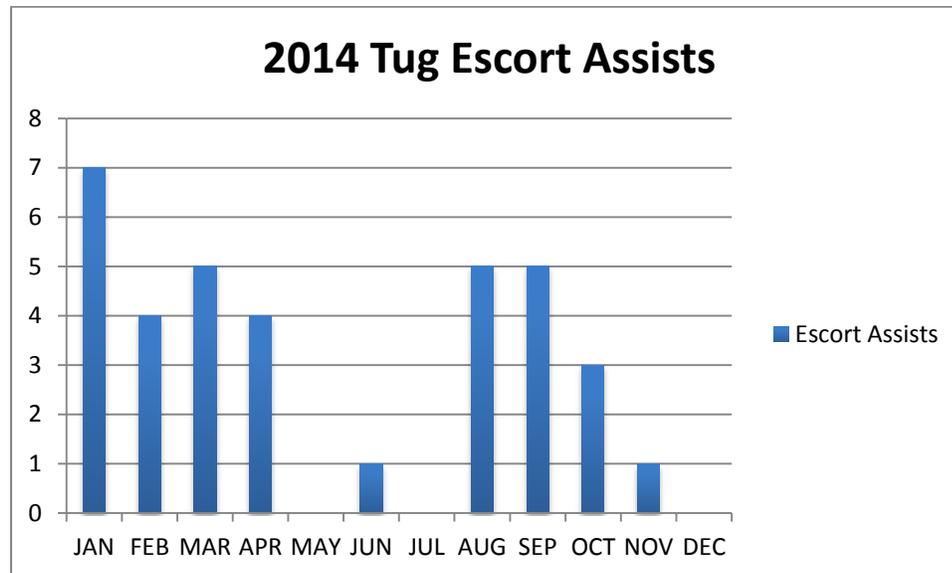
## PREVENTION ACTIVITIES

### *Industry-Provided Tugboat Escort*

During calendar year 2014, owners/operators of single and double hulled tank vessels carrying more than 6,000 barrels of oil were required to hire a tugboat escort while operating in Buzzards Bay and the Cape Cod Canal under MOSPRA’s reinstated provisions. There were 634 escorts of tank vessels conducted while transiting Buzzards Bay and the Cape Cod Canal from January 1 to December 31, 2014. 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 634 escorts of oil carrying tank barges conducted during 2014, there were 35 occasions (approximately 6% 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 35 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 January, March, August, and September. There were no assists reported in May, July, and December.



*Figure 1. Number of escort assists by month.*

Figure 2 shows the distribution of various types of assists during 2014. 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.

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

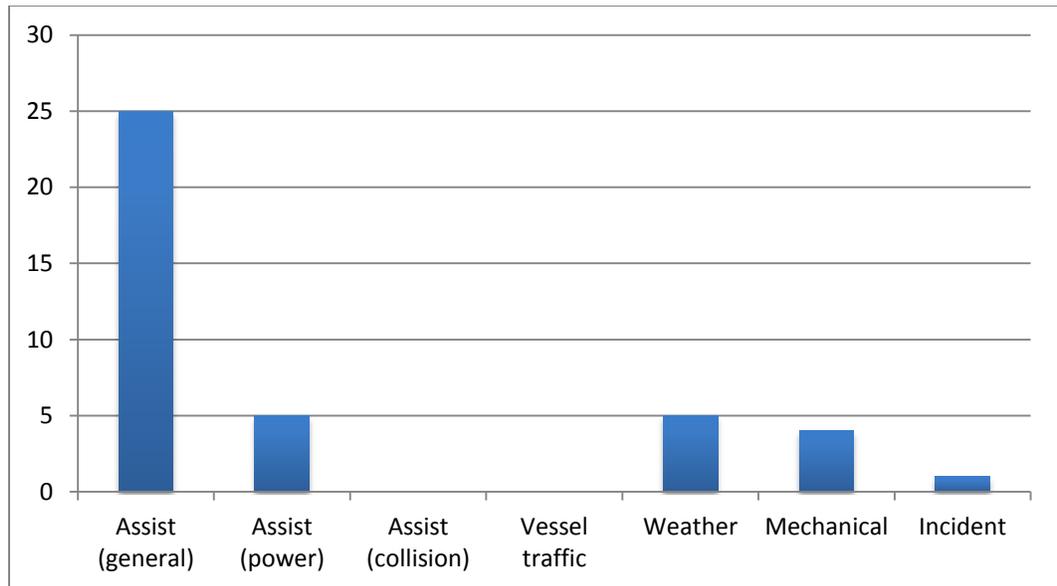


Figure 2. Distribution of various types of escort assists during 2014.

*Table 2. Buzzards Bay escort tugboat assists in 2014*

DATE	TUG/BARGE	DESCRIPTION	ACTIVITY TYPE
1-Jan	Weddell Sea/DBL-83	Put a line up in notch of barge to help steer through CCC	Assist
1-Jan	Potomac/DS-52	Made up in notch of barge to help steer through CCC	Assist
8-Jan	Discovery Coast/GCS-236	Assisted into Sprague Terminal-New Bedford	Assist
10-Jan	Marion Moran/Marie T	Made up to cement barge to help steer through CCC	Assist
17-Jan	Huron Service/E-6506	Made up in notch @0420 for CCC transit	Assist
18-Jan	Tuckahoe/DS-53	1520-Made up in notch @ Cleveland Ledge for CCC transit	Assist
19-Jan	Ruth Reinauer/RTC-102	Assisted into Sprague Terminal-New Bedford	Assist
11-Feb	Ruby M/Scow 4002	Emergency call to Cape Cod Bay for a hawser line in the Ruby M's wheel. Stood by the barge while a diver cleared the wheel.	Mechanical
13-Feb	East Coast/Columbia	Make up in notch of barge to help steer through CCC	Assist
15-Feb	Tuckahoe/DS-53	Make up alongside DS-53 to boost through CCC against the current	Power Assist
17-Feb	Pocomoke/DS-54	Made up in notch w/3 lines through CCC	Assist
12-Mar	East Coast/Columbia	Made up a/s for boost through CCC	Power Assist
16-Mar	Marion Moran/Marie T	Made up to cement barge to help steer through CCC	Assist
17-Mar	Ellen Bouchard/B-264	Assist in cutting lobster pot lines out of their bridle	Assist
17-Mar	East Coast/Columbia	3 line make up to barge Columbia from CC Bay to Hog Isle 1&2	Assist
21-Mar	Ruth Reinauer/RTC-102	A/S @0215 assisting into Sprague Terminal New Bedford	Assist
1-Apr	Barb McAllister/B-264	Made up to barge to assist steering it through CCC 1510-1810	Assist
11-Apr	Barb McAllister/B-264	Made up in push gear @ #10 buoy through CCC	Assist
12-Apr	Discovery Coast/DS-43	Put line up in notch to help steer through CCC	Assist
23-Apr	Amy McAllister/B-262	Put line up in notch to help steer through CCC due to bad weather on East End in Cape Cod Bay.	Weather
8-Jun	Viking/DBL-134	While heading out to start the escort of the Viking/DBL-134, the Sabine received a may-day call from the Viking. The call was for a fire in the engine room. The Sabine met up with the Viking approx 9 miles S/SW of the BB Tower. The USCG and 2 local fireboats were on scene. The fire was put out on board and the Sabine was put alongside to stand firewatch while Kirby Corp and the USCG decided the next step. The Sabine was ordered to escort the unit from its present position to Anch-L in Buzzards Bay. Kirby brought another tug, the Patrice McAllister, to take control of the barge and finish the transit through Buzzards Bay and the Cape Cod Canal. The tug Iona McAllister was dispatched to escort the now light tug Viking from Anch-L to Senesco Shipyard in Kingstown, RI.	Incident
6-Aug	Liberty Service/E-11105	Buckley put a line in notch @BB Buoy to slow barge up so the Liberty Service could make up in push gear.	Assist
6-Aug	Amy McAllister/B-264	Held the barge into the wind and current for Amy to make up in push gear	Power Assist
22-Aug	Pocomoke/DS-54	Line up on DS-54, delayed at Anch-C, 1 way traffic in CCC 1615-1815	Assist
26-Aug	Amy McAllister/B-264	Made up to B-264, assisted as they bucked current in CCC 1815-2030	Power Assist
31-Aug	Mary Turecamo/Tennessee	Made up alongside to help through CCC	Assist
2-Sep	Severn/DS-59	Stood alongside side, anchor down 0550-1145 due to CCC closure, dense fog	Weather
6-Sep	Morton Bouchard Jr/B-220	Alongside at east end anchorage 1845-2340, Fog bound "0" visibility in CCC	Weather
14-Sep	Amy McAllister/B-264	Stoodby with unit at west stakes for weather, 0850-2000	Weather
21-Sep	Choptank/DS-504	Stoodby alongside at Anch-C, CCC closed for "0" visibility	Weather
27-Sep	Mediterranean Sea/DBL-101	We received a call from Kirby, the Mediterranean Sea lost steering as they were approaching the BB Buoy. They were transitting with a load of ethanol, so they did not have an escort tug. PSB kept a tug with the barge until a relief tug from NY came to take the DBL-101 to Boston. PSB then towed the Mediterranean Sea to Senesco Shipyard in Narragansett Bay.	Mechanical
6-Oct	Patrice McAllister/DBL-102	From 2345 to 0030 alongside DBL-102 while Patrice McA retrieved her towing pennant.	Assist
21-Oct	Mediterranean Sea/DBL-84	Unit lost steering in Buzzards Bay, Buckley took over barge in push gear and brought it to Anch-C. Buckley made multiple trips from MMA to the barge with technicians and USCG inspectors. Buckley then stood by the barge as the Mediterranean Sea performed sea trials after repairs. After they passed those	Mechanical

DATE	TUG/BARGE	DESCRIPTION	ACTIVITY TYPE
		tests, the Buckley escorted them as they also did trials with the barge. The Katie G McA then arrived on scene to escort her from the anchorage, through the CCC, and all the way to Portsmouth, NH. The unit was finally all clear of the transit area @2255-24.	
26-Oct	Frederick Bouchard/B-210	0405 to 0415, made up to B-210 to hold it in place in a strong wind while the Fred got into push gear.	Power Assist
20-Nov	Liberty Service/E-11105	We received a call from Genesis Marine; the Liberty Service had lost a generator. We were requested to take a USCG inspector out to the unit, then after the inspector gave his approval to the repairs, escort the unit from Anch-M, where it had broken down, to the east end of the canal. The E-11105 had a full load of ethanol on board, the Buckley was in transit with a different unit, so we sent the lona out on this job.	Mechanical

### ***Tugboat Escort Waivers for “Exigent Circumstances”***

MassDEP reports to the state legislature every year on waivers of the tugboat escort requirements granted for “exigent circumstances” under M.G.L. c. 21M, § 9. As discussed above, the pilot and escort program currently in effect is not the state-provided program, and, consequently, no waivers for exigent circumstances have been granted under M.G.L. c. 21M, § 9. However, waivers have been granted under MassDEP’s Oil Spill Prevention and Response Regulations at 314 CMR 19.03(1), promulgated pursuant to M.G.L. c. 21M, § 6(c).

Of the 634 escorts of oil tank barges in 2014, there were 75 requests by the companies providing tugboat escort services to use a tugboat that did not fully meet the specifications found in Chapter 21M and 314 CMR 19.00. The Department approved use of a tugboat that did not meet all of the specifications in all 75 instances after determining that exigent circumstances existed and that the tugboat to be used would still be protective. In each of these instances, compelling circumstances were anticipated such as approaching bad weather, vessel traffic that exceeded the number of compliant escort tugboats available or because maintenance/mechanical problems had taken the fully compliant tugboats out of service. The “waiver tugboats” used in these circumstances, while not meeting the full ABS Fi-Fi 1 firefighting specification, met a firefighting standard that was deemed acceptable for tugboat escorts and also met industry standards for towing or providing assistance to tank barges of the size that transit Massachusetts coastal waters.

## **PREPAREDNESS ACTIVITIES**

### ***Geographic Response Plans***

Since 2007, MassDEP’s Marine Oil Spill Prevention and Response Program has been developing Geographic Response Plans (GRPs) to enhance oil spill response preparedness. GRPs 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. MassDEP has now completed development of GRPs for the

Massachusetts coastline, and will continue to update and modify existing GRPs as they are field-tested.<sup>2</sup>

Figure 3 shows the 160 GRPs that have been developed in Massachusetts.

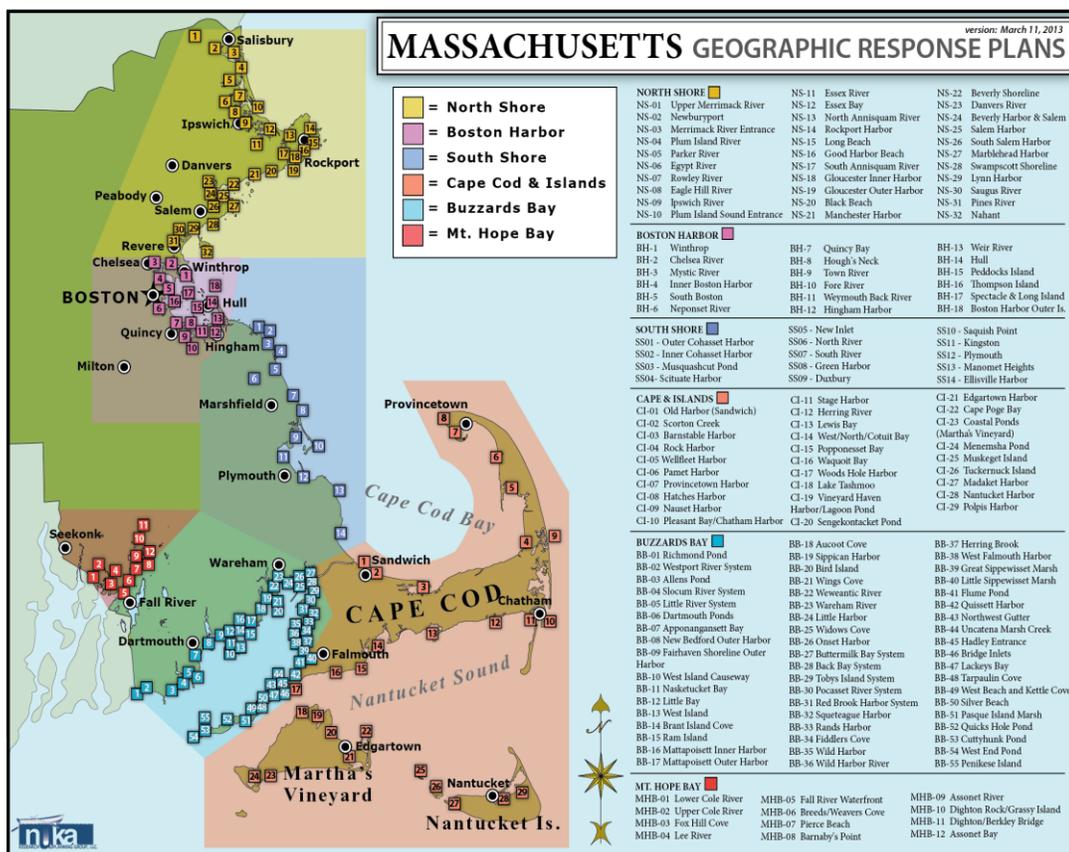


Figure 3. Map of Completed GRP sites

### 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;

<sup>2</sup> GRPs can be found at: <http://www.mass.gov/eea/agencies/massdep/cleanup/marine/massachusetts-geographic-response-plan.html>

- Familiarizing responders with plans such as Area Contingency Plans, GRPs, and MassDEP/MEMA procedures for oil spill equipment allocation; and
- 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 2014, the Marine Oil Spill Program sponsored and conducted first responder (FR) field exercises and GRP tests for coastal communities at five GRP sites, plus two first responder training exercises held on the Chelsea River and at the Boston Fire Department Moon Island Training Center. A total of 205 participants were involved in the 2014 exercises, which were held at the following sites:

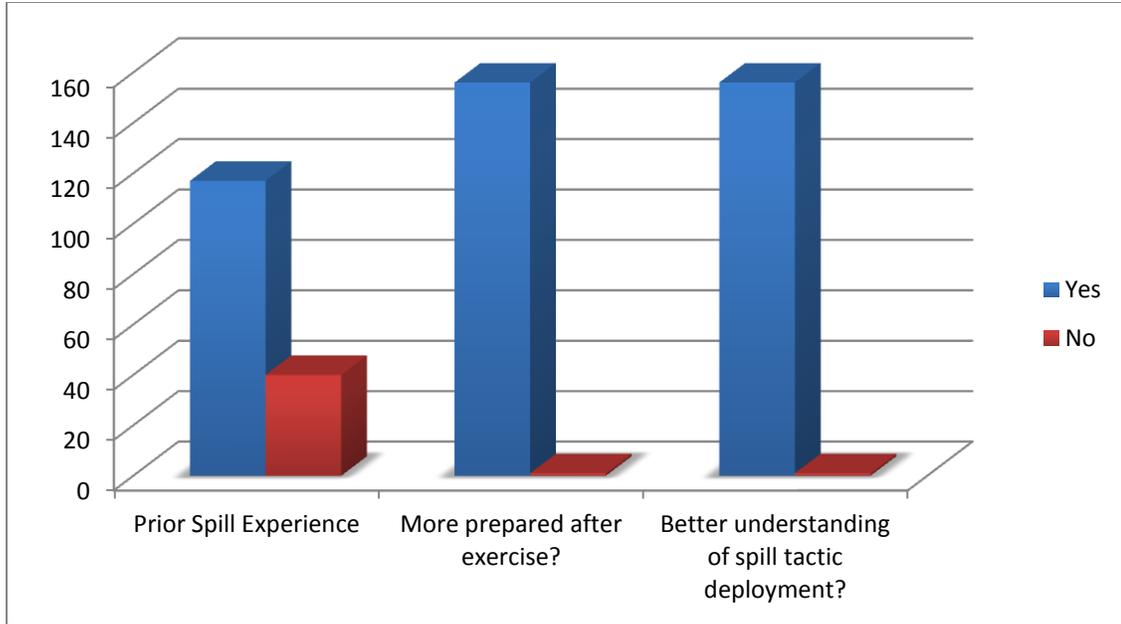
- June 19, 2014: Chelsea/Everett (FR)<sup>3</sup>
- July 31, 2014: Swansea/Somerset (MHB-04)
- September 3, 2014: Gosnold/New Bedford (BB-53)
- September 8, 2014: Cohasset/Hingham (SS-02)
- September 23, 2014: Boston/Hull (FR)
- October 21, 2014: Amesbury, Newbury, Newburyport, Salisbury (NS-01)
- October 23, 2014: Barnstable, W. Barnstable, Centerville/Osterville/Marstons Mills (CI-03)

At the completion of each exercise, participants are requested to complete evaluation forms to help assess the effectiveness of the training. An aggregation of the forms

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<sup>3</sup> This first responder exercise was conducted in conjunction with an industry-led Preparedness for Response Exercise Program (PREP) Full-Scale exercise involving Sunoco Logistics as the industry sponsor, USCG Sector Boston, MassDEP, and other local state and federal response agencies.

received from 2014 participants reflected significant positive feedback regarding their level of comfort deploying spill response tactics and equipment after the exercises as compared to before. Figure 4 shows the aggregated results from evaluation forms from all completed 2014 exercise evaluation forms.



*Figure 4. Summary of feedback from completed evaluation forms from 2014 exercises*

As the GRP Exercise and First Responder Training Program has evolved, the Marine Oil Spill Program has reached a significant portion of coastal communities. From 2009 – 2014, the program has included 60 of 70 coastal Massachusetts communities (86%), and 26 of 160 GRP sites (16%) have been tested. Figure 5 shows the GRP sites that have been tested from 2009 through 2014.

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.



Figure 5. Sites included in Geographic Response Plan Exercises 2009-2014

### ***Homeland Security Exercise Evaluation Program Grants (HSEEP)***

In 2014, MassDEP provided MOSPRA Trust funding to municipalities for overtime (OT) and backfill costs associated with participation in MassDEP Marine Oil Spill Program exercises. From 2011 - 2013, these costs had been covered by grant funding from the State Homeland Security Program (SHSP) and Urban Area Security Initiative (UASI) through the Northeast Homeland Security Regional Advisory Council (NERAC), Southeast Homeland Security Regional Advisory Council (SERAC) and the Metro Boston Homeland Security Region. Boston's Office of Emergency Management continued to provide UASI grant funding for Boston Harbor region exercises in 2014.



### ***Oil Spill Equipment Procurement, Maintenance and Restocking***

MassDEP has completed the distribution of spill response trailers, with 81 trailers dispersed throughout 70 coastal communities and 2 trailers at MassDEP's northeast and southeast regional offices. These trailers are valuable to the implementation of the program's goal of enhancing local and state capability to respond to a coastal oil spill. 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. Figure 6 shows a map of Marine Oil Spill Program trailer locations across the Commonwealth. (At the end of 2014, MassDEP was still trying to find a location for one Boston oil spill response trailer.)

MassDEP has continued its commitment to perform maintenance and restocking of this equipment to ensure a state of readiness. Through a competitive bid process, Moran Environmental Recovery (Moran) was selected to conduct maintenance and restocking of the oil spill response trailers. Trailers are inspected annually and restocked upon deployment and notification to MassDEP. During annual

inspections, Moran has been installing solar panels on trailers to prolong the life of the batteries on each trailer.

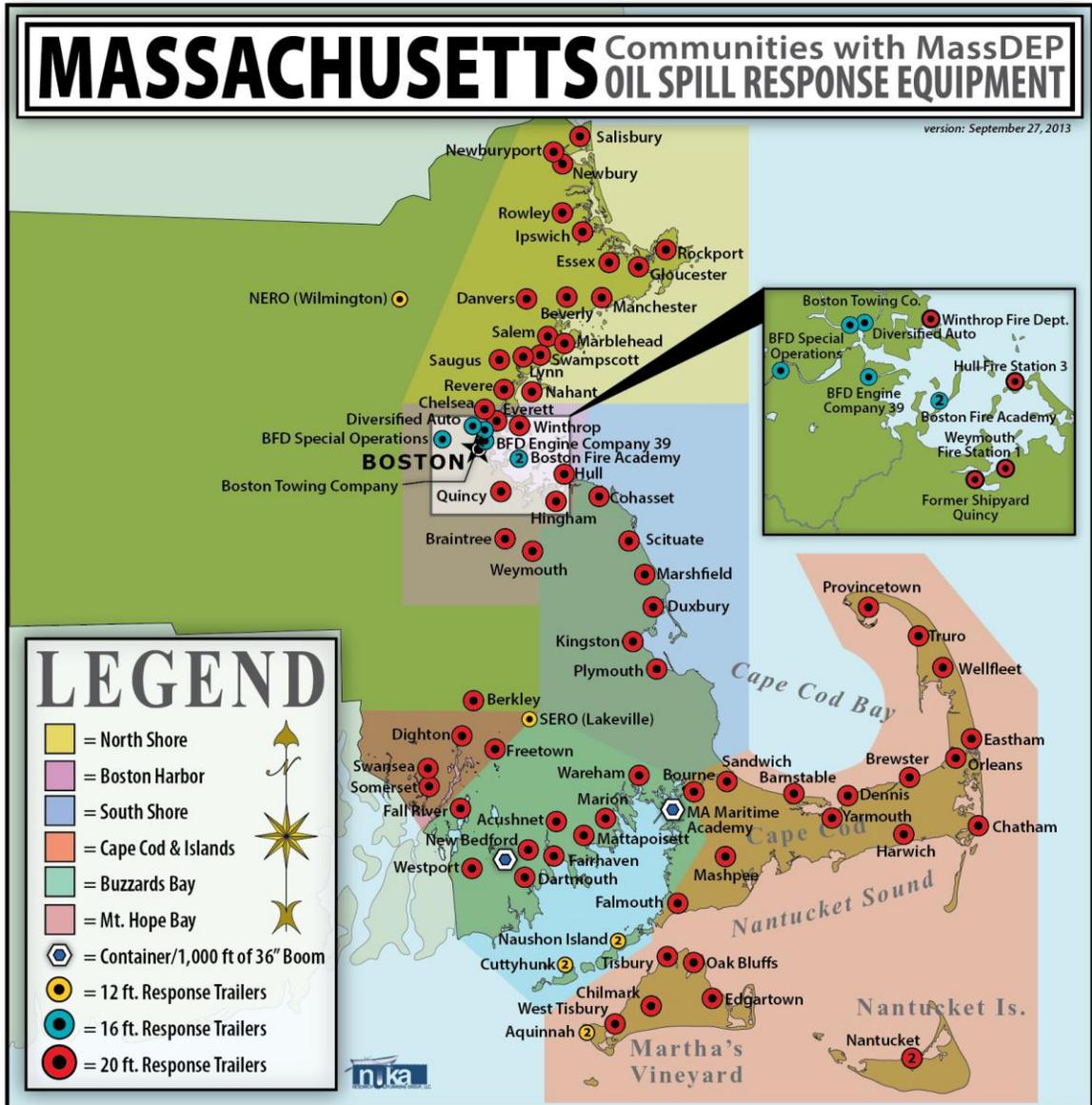


Figure 6. Massachusetts communities with MassDEP oil spill response equipment.