



## SALEM HARBOR PORT AUTHORITY

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### MEETING MINUTES: September 5, 2023

A public meeting of the Salem Harbor Port Authority was convened at 1:00 pm at the Hurricane Barrier adjacent to New Bedford Marine Commerce Terminal - Harbor Walk Parking Lot, 126-128 Gifford St, New Bedford, MA 02744.

**Members Present:** Mayor Dominick Pangallo, Councillor Bob McCarthy, Captain Fred Ryan.

**Others Present:** Capt. Bill McHugh – Harbormaster; Daniel Collins – Planning Department; Tom Daniel – Planning Department; Lisa Peterson – Mayor’s Office; Manny Cruz – State House of Representatives; Betsy Frederick – Salem Alliance for the Environment; Adria Duijvesteijn – Salem State University; Tim Griffin – Massachusetts Clean Energy Center; George Morant – Massachusetts Clean Energy Center; Other City Councillors: Patti Morsillo, Jeff Cohen, Megan Stott, Andrew Varela, Domingo Dominguez, Conrad Prosniewski.

#### Call to Order

Councillor Bob McCarthy called the meeting to order at 1:05 pm and outlined the purpose and format of the meeting. Councillor McCarthy acknowledged the purpose for the meeting was for Salem Harbor Port Authority members to inspect the New Bedford Marine Commerce Terminal and engage in discussion with Terminal staff. Councillor McCarthy further acknowledged the meeting was being held in coordination with a Committee of the Whole meeting of the City of Salem’s City Council.

#### New Bedford Marine Commerce Terminal

Tim Giffin, Terminal Director of Massachusetts Clean Energy Center, provided an overview of the New Bedford Marine Commerce Terminal. The terminal has nearly 23 contiguous acres of waterfront storage space, approximately 2 acres dedicated to port administration and warehousing space, and 4 acres of non-contiguous / non-waterfront storage. The main terminal has approximately 1,000 linear feet of waterfront and 21 acres uplands that have a 4,100 uniform pound per square foot rating. The terminal as an additional 200 linear feet of waterfront and an associated one (1) acre of uplands that will be improved to supplement the main terminal. Tim Griffen stated that the initial construction was completed in 2015 and the terminal facilities were expanded in 2017. Construction of the main terminal took approximately 2 years to complete.

Tim Griffin provided an overview of types of vessels that were docked at the terminal. The first vessel’s name is the ROLLDock SKY. This vessel carries blades to the terminal. Tim Griffin explained that the blades were offloaded from the ROLLDock SKY one by one but are then loaded onto the barge as one lift for three blades, which constitutes one set for a wind turbine. The second vessel that was docked was a barge that had been loaded out with offshore wind turbine components including three blades, 2

assembled tower sections, a third unassembled tower section, and a nacelle. Tim Griffin explained that from departure, it would take the barge 4-5 days to deliver the components to the offshore wind lease area and then return to the terminal. While at sea, another barge would be loaded out, which creates efficiency in the operation.

Tim Griffin provided an overview of the equipment used to move components around onsite. First, he mentioned that having a large contiguous area with the capability of withstanding heavy loads created operational efficiencies. The most visible pieces of equipment onsite were four (4) cranes, the largest of which is used for assembling turbines. Other key equipment mentioned were self-propelled modular transporters (SPMTs).

A question was asked if the cranes were electrified or if they ran on diesel. The Terminal Director explained that the crane runs on diesel and that it is one of a handful of cranes in the world that met the specifications for marshalling operation. A

A question was asked how the crane is shipped to the site. The Terminal Director explained that the crane was broken down into smaller sections and primarily shipped in forty (40) foot containers.

A question was asked how many wind turbines would be installed as part of the Vineyard Wind 1 project. The Terminal Director said there would be 62 wind turbines installed as part of the project.

A question was asked about the site's redevelopment. The Terminal Director stated the site was formerly a brownfield and superfund site. It was remediated using federal dollars. Part of site remediation included a 3-foot environmental cap.

A question was asked regarding how components are received at the site. The Terminal Director stated all components for offshore wind are received by water and go out by water. No main components are received by truck.

A question was asked related to the ROLLDOCK SKY being hooked up to shore power. The Terminal Director stated the ship was not tied into shore power.

A question was asked related to the number of people working at the site. The Terminal Director stated that Massachusetts Clean Energy Center has three (3) staff members working at the site. Typically, there are 100-150 other individuals working at the site.

A question was asked about neighbors and noise level. The Terminal Director acknowledged the site did not abut a neighborhood. He also stated that the noise level that day was standard. A comment was made that the noise level was very low despite no noise mitigation from the tour's vantage point.

A question was asked whether the crane's generator every turned off. The Terminal Director stated that the quayside crane ran constantly.

A question was asked by Councillor McCarthy about the terminal lease length. The Terminal Director replied that the terminal lease length was 99 years.

A question was asked about how many more of the components the seaport could store. The Terminal Director indicated they were nearing storage capacity.

A question was asked about restrictions by marine fisheries. The Terminal Director stated there were not restrictions at the terminal. He also mentioned there are some restrictions beyond the hurricane barrier related to protecting Right Whales.

A question was asked about complaints from fishing fleets. The Terminal Director stated that they communicate and compromise with fishing fleets, which has been beneficial to their relationship with the fleets. An example was provided of an push notification to fleets when vessels arrive and depart the port.

A question was asked about the need for facilitation and mediators. The Terminal Director reiterated that communication and compromise have been beneficial to their relationships with multiple stakeholders.

### **Adjournment**

Salem Harbor Port Authority adjourned at 1:50 pm.

Approved by the Salem Harbor Port Authority on 10/19/2023.