



7 Fish Island | New Bedford, MA 02740  
(774) 202-9292

January 23, 2023

Mr. Robert Davis  
Woods Hole, Martha's Vineyard & Nantucket Steamship Authority  
P.O. Box 284  
Woods Hole, MA 02543

Ref.: Freight Truck Transportation Service License Agreement

Subject: Request for License Agreement Renewal & Modification

Dear Mr. Davis:

41 North Offshore, LLC's, d/b/a Island Freight Line (41N) Freight Truck Transportation Service License Agreement (the "License"), dated April 29, 2022 and amended May 27, 2022, is scheduled to expire on December 31, 2022. During the existing License period, 41N has identified certain demand for barge based marine transportation service to and from Nantucket that is better suited to travel on 41N's barge than Steamship Authority vessels. 41N requests a renewal of its License to December 31, 2023, and the following modifications to restrictions on the License, allowing 41N to fill existing gaps in and needs for service to and from Nantucket.

#### *Commercial Freight Service*

41N commenced service under the existing License on June 13, 2022. To date, 41N has made eleven (11) commercial freight round trips from New Bedford to Nantucket and has two (2) more trips scheduled before the end of the year, with each round trip to date carrying an average of 5 ¼ commercial freight units, averaging 44' in length. 41N's service has been utilized by customers who were either unable to travel with the Steamship Authority due to the Steamship Authority's boats being full on the day the customer needed to travel, or who needed to move multiple units to or from Nantucket at one time for a scheduled or emergency event (i.e. construction projects, weddings, etc.).

During the existing License period, 41N and the Steamship Authority jointly developed various operational details to ensure that the service did not interrupt or impact the Steamship Authority's own operation in Nantucket. 41N requests that a renewal of the License maintain the same operational details developed under the current License. In addition, 41N requests an expansion of the License period to include the entire calendar year instead of just the Summer season, and an additional afternoon loading (only) window for commercial freight service. Specifically, 41N requests the following:

<i>License Period:</i>	Year round
<i>On-Demand Service:</i>	Monday – Friday of each week
<i>Excluded Dates:</i>	Holidays, as defined by the Steamship Authority
<i>Early Morning Offload Window:</i>	0645 – 0715
<i>Normal Morning Offload / Reload Window:</i>	0930 – 1100
<i>Afternoon Reload Window:</i>	1545 – 1630

On trips when 41N utilizes the Steamship Authority's terminal to offload and/or reload in one or both morning windows and also needs to utilize the terminal to reload in the afternoon window, 41N's tug and barge would depart the Steamship Authority terminal following the morning offload / reload and not return until the afternoon window.

## *Recyclables, Residuals and Construction & Demolition Waste*

The sole composting facility / landfill on Nantucket is operating at capacity, is backlogged on most every recyclable and waste stream that it accepts and has a need to import sand for landfill operations. 41N and the operator of the composting facility / landfill, Waste Options, Inc. (WO), have been working together to develop a new approach to deal with the issue that the composting facility / landfill, and in-turn citizens of Nantucket, are faced with. This joint effort has focused on maximizing the use of available space on both 41N's and the Steamship Authority's vessels for the transportation of recyclables and waste from Nantucket and has identified certain inefficiencies.

Currently, WO ships bales of plastic residuals off-island on the Steamship Authority utilizing open top trailers. These trailers return to Nantucket, utilizing Steamship Authority vessels, empty. The demand to ship plastic residuals off-island utilizes most of WO's trucking resources and limited Steamship Authority space and restricts WO's ability to ship other waste streams such as recyclables (i.e. scrap steel), compost and construction & demolition waste off island. 41N regularly delivers loose bulk aggregate to Nantucket for use in manufacturing concrete and construction projects. The aggregate is delivered to Nantucket on 41N's barges, which most often return from Nantucket to New Bedford empty. Trailers traveling to and barges returning from Nantucket empty are an inefficient use of resources, particularly when considering limited space on Steamship Authority vessels, the process required to transport a barge to and from Nantucket and efforts being made to reduce global greenhouse emissions and slow climate change.

41N proposes utilizing its barges to assist with the unmet off-island waste transport needs of Nantucket and in particular, the composting facility / landfill. 41N proposes backhauling recyclables (i.e. scrap steel), compost, baled plastic residuals and construction & demolition waste on its barges after delivering aggregate to Nantucket. Moving these waste streams onto 41N's barges will help reduce the backlog at the composting facility / landfill and free up WO's trucking resources. WO's trucking resources will continue to be utilized, making the same trips from and to Nantucket on Steamship Authority vessels that they currently make, but with the plastic residuals moved to 41N's barges, WO's trucks will be able to haul compost off-island and be the primary method utilized for hauling compost off-island. The facility that takes the compost can supply and reload the trailers that will haul the compost with clean sand, which will then be hauled back to Nantucket for use at the composting facility / landfill.

41N's proposal for hauling recyclables (i.e. scrap steel), compost, baled plastic residuals and construction & demolition waste on its barges will provide the numerous benefits outlined herein, and assist meeting a currently unmet marine transportation need on Nantucket. Specific loading and transport details for the use of 41N's barges in this service need to be developed, however given the restriction on hauling trash and recyclables on 41N's current License, 41N is first requesting approval to haul recyclables (i.e., scrap steel), compost, baled plastic residuals and construction & demolition waste on a renewed License. If approved, 41N will work with Steamship Authority management to develop loading and transport details that are agreeable to both parties.

41N notes that its request is only to load and transport these materials from Nantucket on its barges. For reference and in support of this request, 41N will utilize the Fish Island Terminal in New Bedford for offloading the material. Once 41N's barges reach the Fish Island Terminal, the material will be actively offloaded from the barges and hauled over the road to its final disposal location, like what is currently done through the Steamship Authority's Hyannis Terminal. 41N has approval from the owner of the Fish Island Terminal to utilize the terminal as a through point on the material's transport to its final disposal location and is not planning to store or sort any of the material at the Fish Island Terminal.

41N appreciates the Steamship Authority's consideration of this renewal and modification request and welcomes an opportunity to discuss further.

Respectfully submitted,

41 North Offshore, LLC, d/b/a Island Freight Line

Jonah Mikutowicz, Manager