

New England Wind Lease Area Transit Corridor Workshop
October 31, 2018
9:00 to 5:00 PM

Background Information

This document provides possible topics for discussion based on preliminary conversations with fishermen, developers, and state and federal regulatory entities. The items presented are neither comprehensive nor inclusive, and are provided solely to provoke and guide discussion. *They do not represent proposals or endorsements from RODA, CBI, developers, or other parties.*

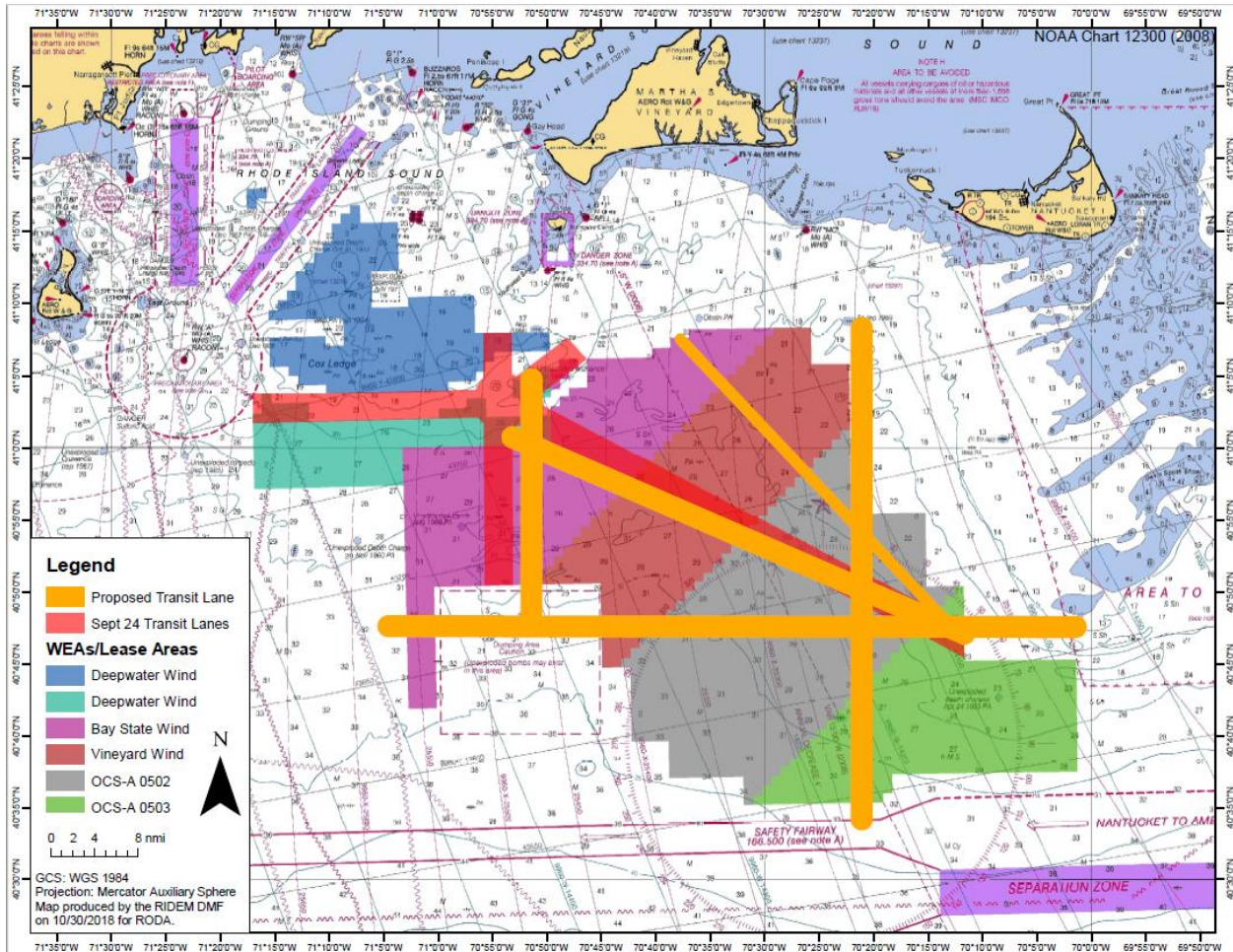
Session 1: “Interests We Are Trying to Meet”

Possible design criteria:

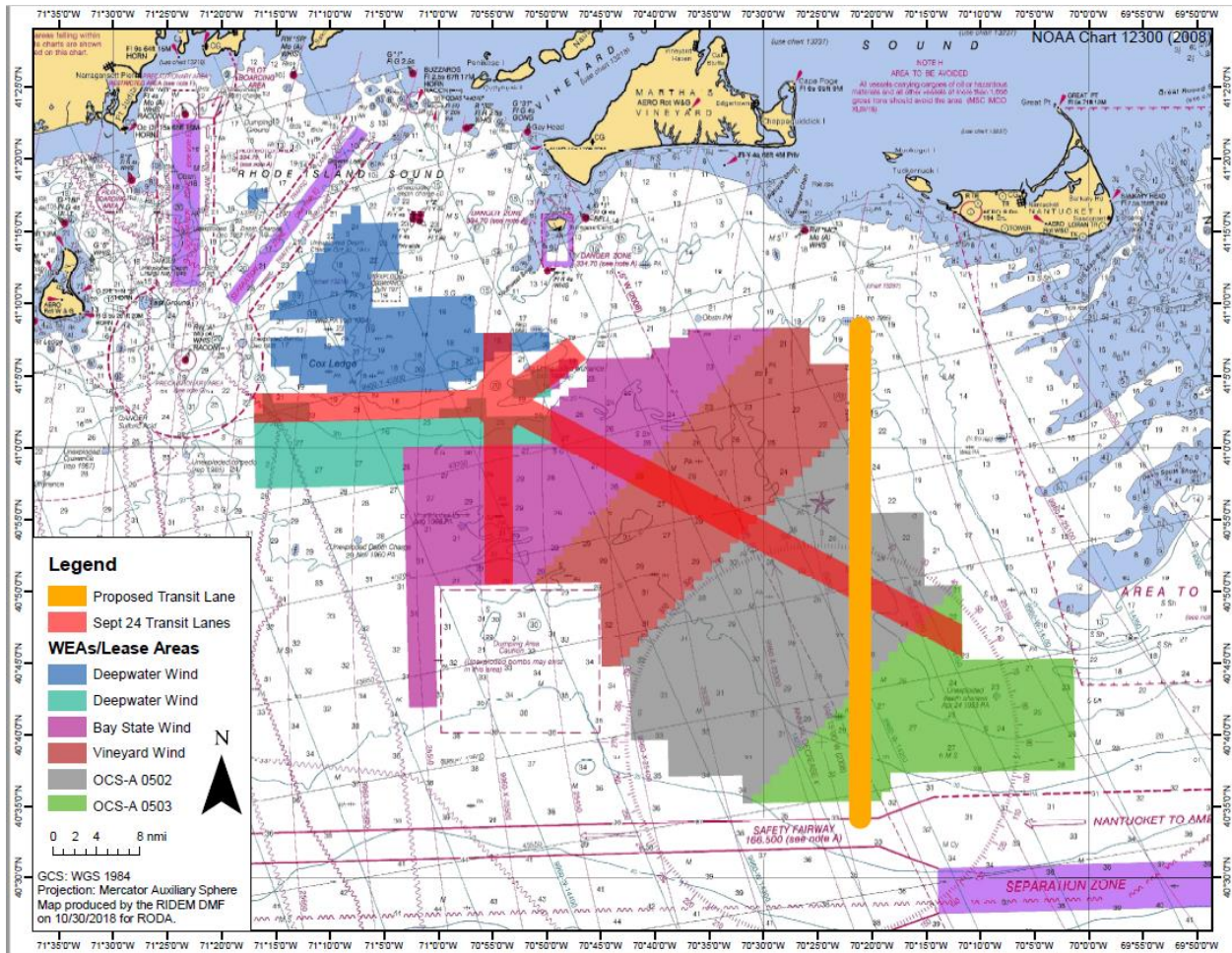
- To the extent possible, adopt a turbine layout consistent with existing fishing patterns;
- Maximize safety at sea;
- Provide necessary and, to the extent possible, alternative routes for passage during foul weather events;
- Identify the shortest and most direct transit routes;
- Minimize travel time between ports and fishing grounds;
- Select turbine layout and transit routes based on objective evidence;
- Select transit routes which minimize transit through turbine arrays to the extent possible;
- Optimize traffic patterns to minimize congestion and collision risk;
- Others?

Session 2: "Exploring Improvements"

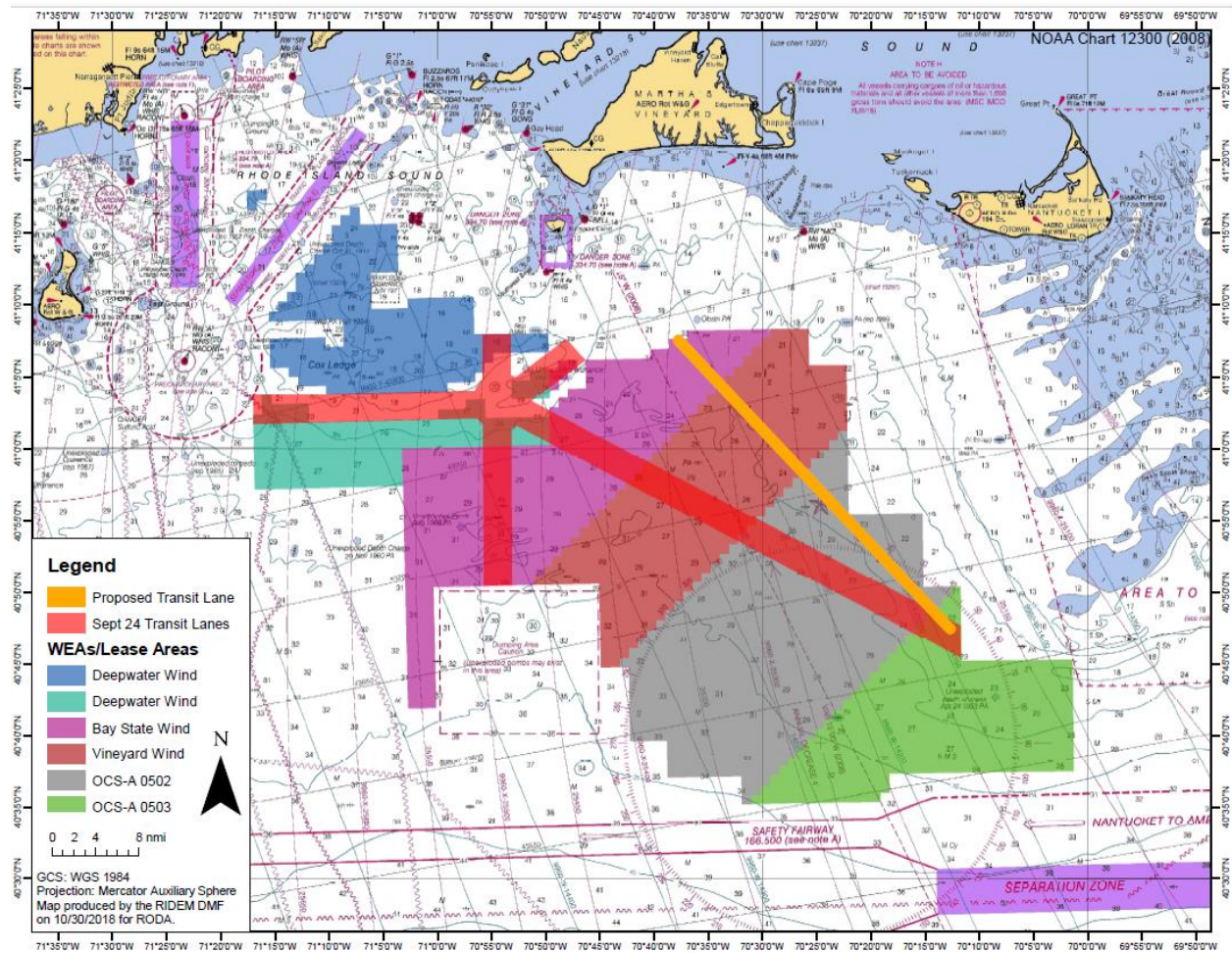
The following map shows several spatial configurations for discussion. Each of these lanes are displayed individually (in yellow) in subsequent maps, layered on top of the Massachusetts working group's "consensus" lanes (in red). They are included in random order.



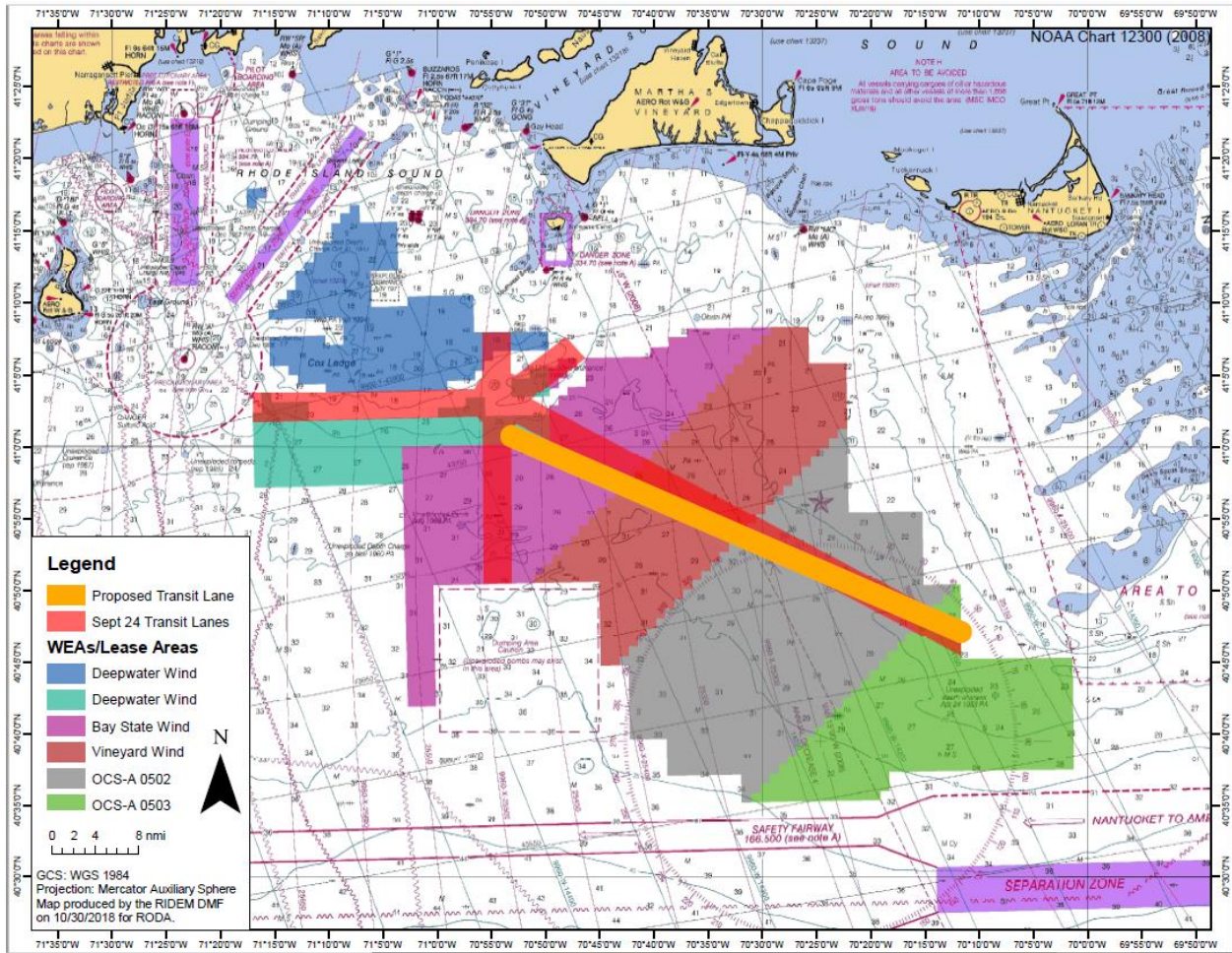
Map 1: Eastern N-S lane



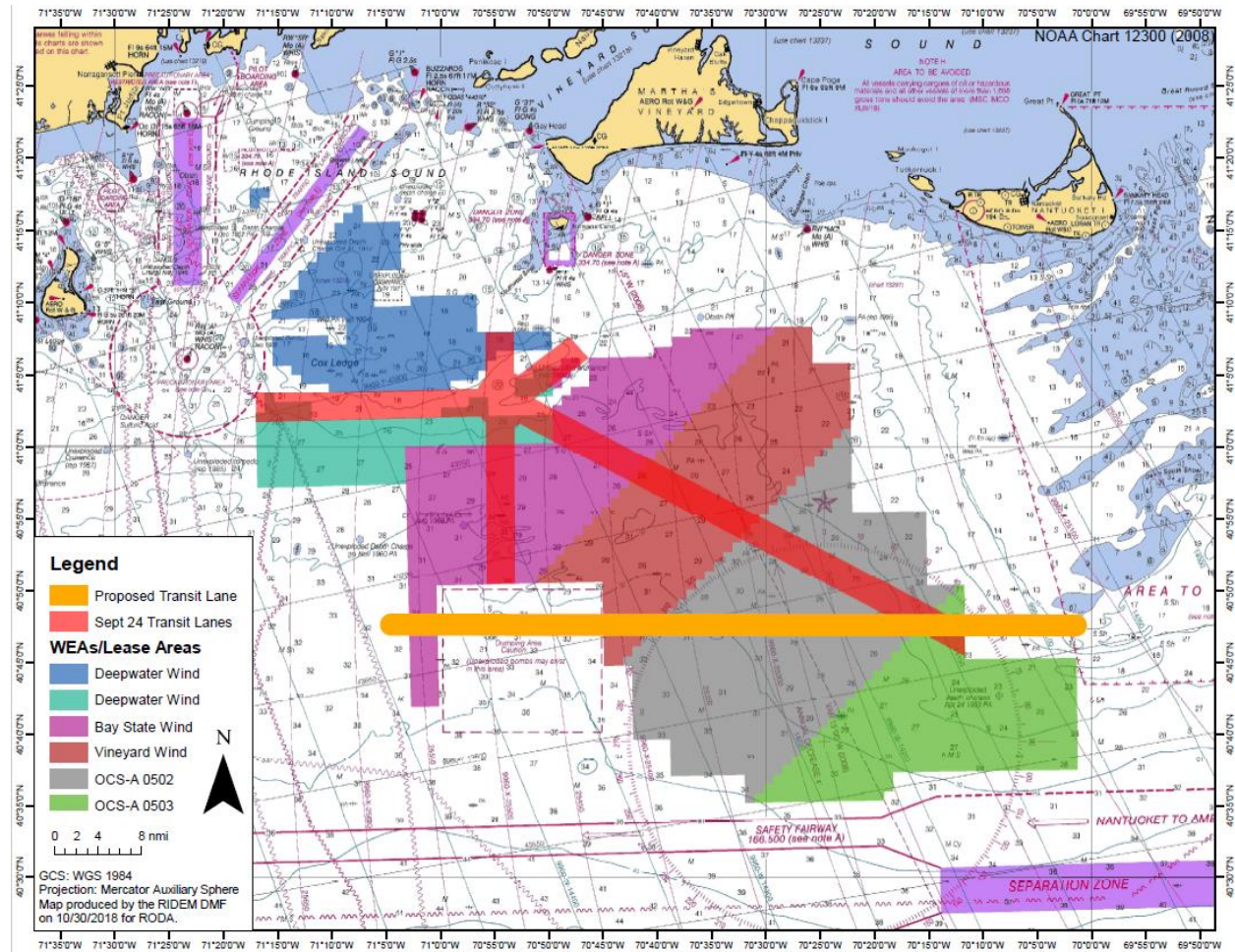
Map 3: NW-SE lane in the Northeast (shown at 1 nm)



Map 4: Shift northwestern terminus of NW-SE lane slightly southward, SE terminus remains the same



Map 5: Southern E-W lane



Session 3: “Considering Mitigation Plans”

Elements of a mitigation plan:

1. What is “mitigation?”
2. What types of mitigation programs would the fishing industry like to see?
3. In an ideal world, should a mitigation plan or framework be specific to an individual project, or consistent across a region?
4. Should mitigation be considered in different manners or at different times for various phases of a project?
5. Are existing laws and procedures sufficient to deal with gear loss? Or does there need to be a specific program related to offshore wind? If so, what should they include, not include, etc.?
6. Is compensatory (payment) mitigation ever appropriate? If so, when and when not?
7. How should the amount of compensation be determined? How should the developer make the payments?
8. What should the payments be used for, *e.g.*, should they go to particular vessel owners directly as a check or be applied toward broader goals?

Mitigation communications and structure:

1. Who should represent fishermen when it comes to discussing project design and mitigation? Would fishermen prefer each developer talk to each captain? Or through an organization(s)?
2. How can developers know that they are communicating with all the fishermen that they need to be? How can anyone know when there is “consensus” among fishermen on a particular point?
3. If there needs to be a more formal agreement, *e.g.* regarding a compensation plan, who should the wind developers have as counterparties to those agreements? How can wind developers come to agreement with fishermen as a general matter when there are many different fishermen from different ports, different gear, etc.?
4. How should the fishing industry continue to develop recommendations (in the short and the long term) for mitigation measures for offshore wind?