

Atlantic Wind Lease Sale 4A - Supplemental Information for Bidders

Potential Vessel Transit Corridors

Background

The waters surrounding the existing lease areas offshore Rhode Island and Massachusetts and the lease areas offered in Atlantic Wind Lease Sale 4A are actively fished by vessels home ported primarily in Massachusetts, Rhode Island, and New York. The fishing industry has raised concerns with the ability to safely transit the existing and offered leases, particularly with their ability to quickly and safely return to port during inclement weather.

Accordingly, commercial fishermen have requested that offshore wind facilities be designed in a manner that, among other things, provides for safe transit through the facility to fishing grounds. Current BOEM leaseholders offshore Rhode Island and Massachusetts (Leases OCS-A 0486, OCS-A 0487, OCS-A 0500, and OCS-A 0501) are presently working with stakeholders and the United States Coast Guard to identify those transit routes and establish corridors in their plan submittals. BOEM has determined that such corridors are only effective if they continue, as appropriate, through the Lease Areas being offered for auction in Atlantic Wind Lease Sale 4A (Leases OCS-A 0520, OCS-A 0521, and OCS-A 0522). As such, BOEM has added the following term to each of the three offered leases:

In its COP project design, Lessee must extend any BOEM-approved vessel transit corridors in adjacent lease areas, unless BOEM determines that such corridors are not necessary or can be modified. Lessee may not construct any surface structures in such vessel transit corridors.

To address fishermen's substantive concerns, BOEM is participating in an ongoing and coordinated effort to determine the need and location of transit corridors through the existing and offered leases. Primary participants in this effort include fishing industry representatives, the U.S. Coast Guard's First District and Sector Southeast New England, the Massachusetts' Fisheries Working Group, the State of Rhode Island, the Commonwealth of Massachusetts, the State of New York, and existing Rhode Island and Massachusetts lessees (Vineyard Wind, Bay State Wind, and Deepwater Wind).

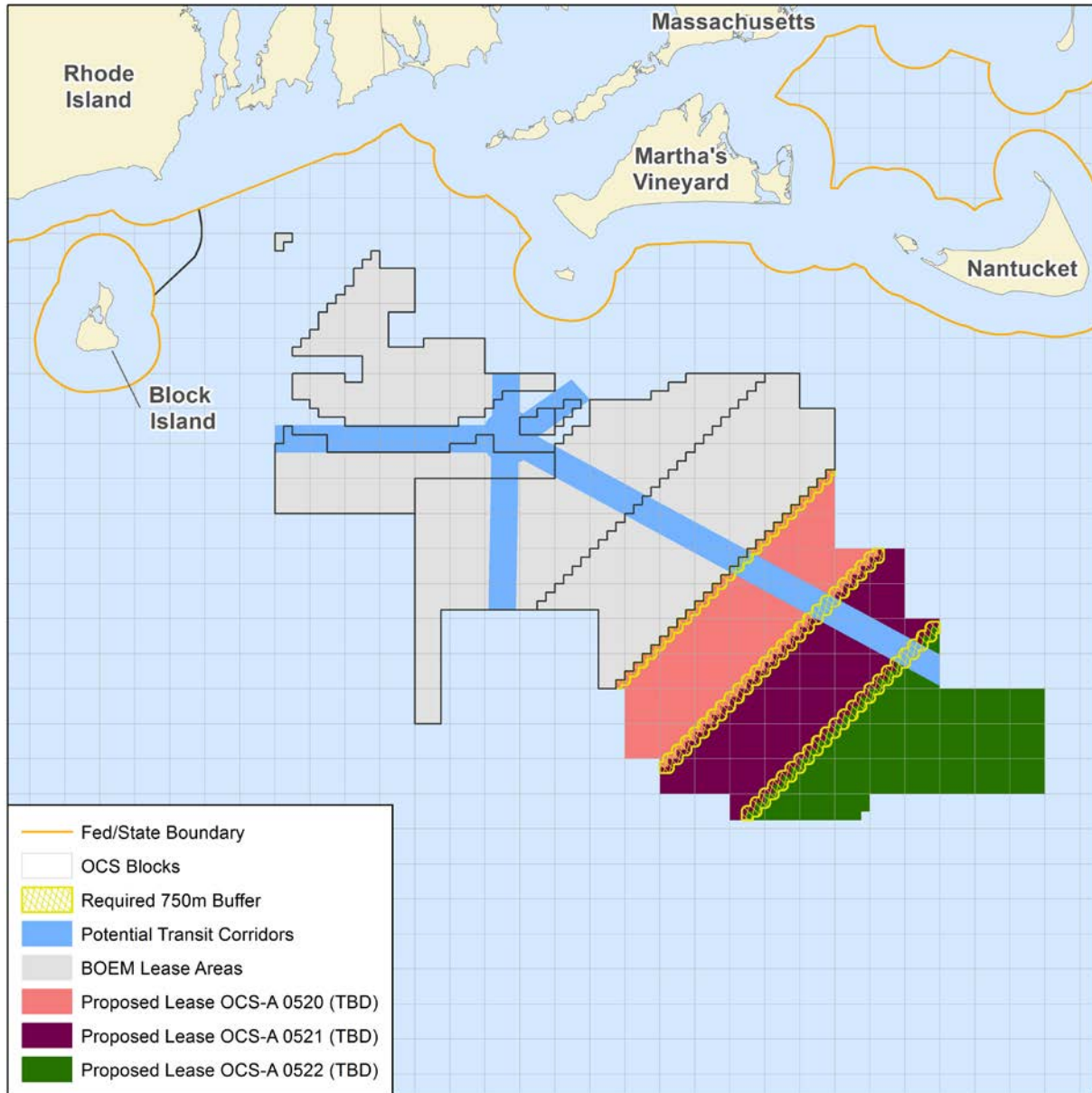
Status (as of 10/17/2018)

On September 20, 2018, the U.S. Coast Guard and fisheries stakeholders proposed and identified potential transit corridors through the existing Rhode Island and Massachusetts leases for further consideration. The potential corridors are depicted on the map below. Representatives from the squid, groundfish, scallop, and other fisheries agreed that the two nautical-mile-wide transit corridors through the existing leases would provide the ability to safely transit to and from the fishing grounds. BOEM expects these, or similar, transit corridors to be finalized in the near future, and future lessees will be required to incorporate them into their plans.

A need for an additional north-south transit corridor was identified during the September 20, 2018, meeting as an important need for the fishing industry to allow vessels to transit between the whiting grounds, fished during the day, and the squid grounds, fished at night. One option for this potential corridor would be generally in a north-south orientation due south of Tuckernuck Island in the vicinity of -70.3 degrees west longitude and traversing portions of the proposed lease areas offered for sale. Such a corridor could potentially transect one or more of the offered leases.

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Potential Vessel Transit Corridors Under Consideration (as of 10/17/2018)

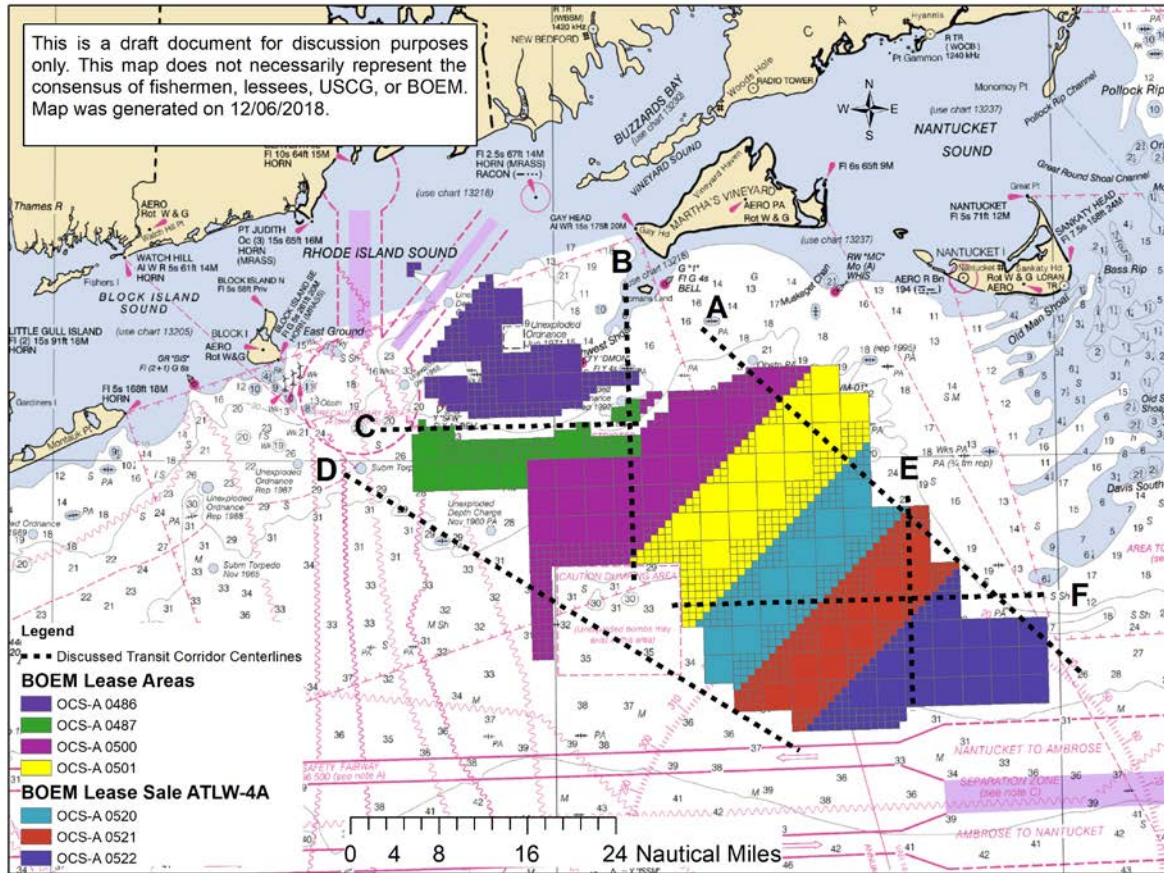


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December 10, 2018 Update

Through ongoing discussion, including a meeting of some stakeholders on December 3, 2018 (see rodafisheries.org), consideration of potential transit corridors has been expanded to also include the areas identified below. **However, note that the number, location, and width of the corridors remains undetermined at this time.** Some stakeholders have expressed concerns that some corridors (especially "F") may significantly impact lease viability.

Additional Potential Vessel Transit Corridors



BOEM will continue to evaluate input on the need and location of areas where there can be transit corridors. The Coast Guard is considering all pertinent information and will provide guidance on some or all aspects of the corridors depicted above. When evaluating areas being considered for transit, BOEM will give careful consideration to the USCG's recommendations as the expert agency on transit corridor location and size.

BOEM advises lessees to consult with BOEM early and often when developing their plans, including planning for surveys, to ensure turbines are placed outside transit corridors and that data is gathered in a way that allows for changes to project layouts to address stakeholder concerns later in the process. BOEM expects any new lessee(s) to continue discussions and seek consensus with the fishing industry and other stakeholders on any such corridors prior to COP filing with BOEM.

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BOEM will endeavor to ensure that all stakeholders including current and future lessees are given full opportunity to participate in the process of determining transit corridors with the best available and most pertinent information.

BOEM will make final decisions during the COP review process (for both existing and future leases) to allow for transit.