

# VINEYARD WIND

December 6, 2018

Annie Hawkins, Executive Director  
Responsible Offshore Development Alliance  
P.O. Box 66704  
Washington, DC 20035

Dear Ms. Hawkins,

Vineyard Wind very much appreciates fishermen who took the day away from work to join the December 3rd RODA meeting, regarding transit corridors through the RI and MA Wind Energy Areas. Thanks also to you and your board for organizing the meeting.

At this meeting, we heard again the importance of a transit lane that would facilitate navigation across the RI and MA Wind Energy Areas, in particular for fishermen operating out of Rhode Island and Long Island ports. In order to best serve these fisheries, particularly those operating out of Pt. Judith, the transit lane should have a generally NW-SE orientation, and located such that it falls to the south of Vineyard Wind's current Wind Development Area (WDA) (and therefore would likely fall in another portion of Vineyard Wind's lease area). Fishermen prefer such a transit lane be 4 nm wide, and all agree it should be at least 2 nm wide.

Given the clear importance of such a transit lane for RI and NY fishermen, I want to confirm Vineyard Wind's commitment to adopting such a transit lane in future project design, i.e. a lane located to the south of our current WDA with a location and orientation so as to facilitate transiting across the Wind Energy Areas in a generally NW to SE direction, and at least 2 nm wide.

Vineyard Wind will continue to participate in any stakeholder discussions regarding the size and locations of transit corridors within the RI and MA Wind Energy Areas. In the interim, we understand that the USCG continues to support the transit corridor plan described in its email of October 16, 2018 (and shown attached here), of which they wrote "...the goal would be for

700 Pleasant Street, Suite 510, New Bedford, MA 02740

TEL 508.717.8964 EMAIL [info@vineyardwind.com](mailto:info@vineyardwind.com)

[VINEYARDWIND.COM](http://VINEYARDWIND.COM)

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developers to includes these corridors in their final layout.” Accordingly, in a November 9, 2018 filing to BOEM and other regulatory agencies, Vineyard Wind endorsed and adopted this plan, and our commitment to this transit corridor plan remains.

Given our selection of a 9.5 MW turbine for our currently proposed project, Vineyard Wind has some flexibility with respect to the spacing of turbines. In response to fishermen input, at the recent RODA meeting we suggested the possibility of creating wider spacing between certain turbines to allow more space for fishing activity and transit through our WDA. This suggestion was not intended to supplant a transit lane to the south of the WDA. As contemplated in BOEM’s draft environmental impact statement, the 9.5 MW turbine potentially allows for larger spacing between turbines which could decrease effects on navigation and vessel traffic safety.

Vineyard Wind looks forward to continued discussions with fishermen on these issues.

Sincerely,

Erich Stephens  
Chief Development Officer

Attachment

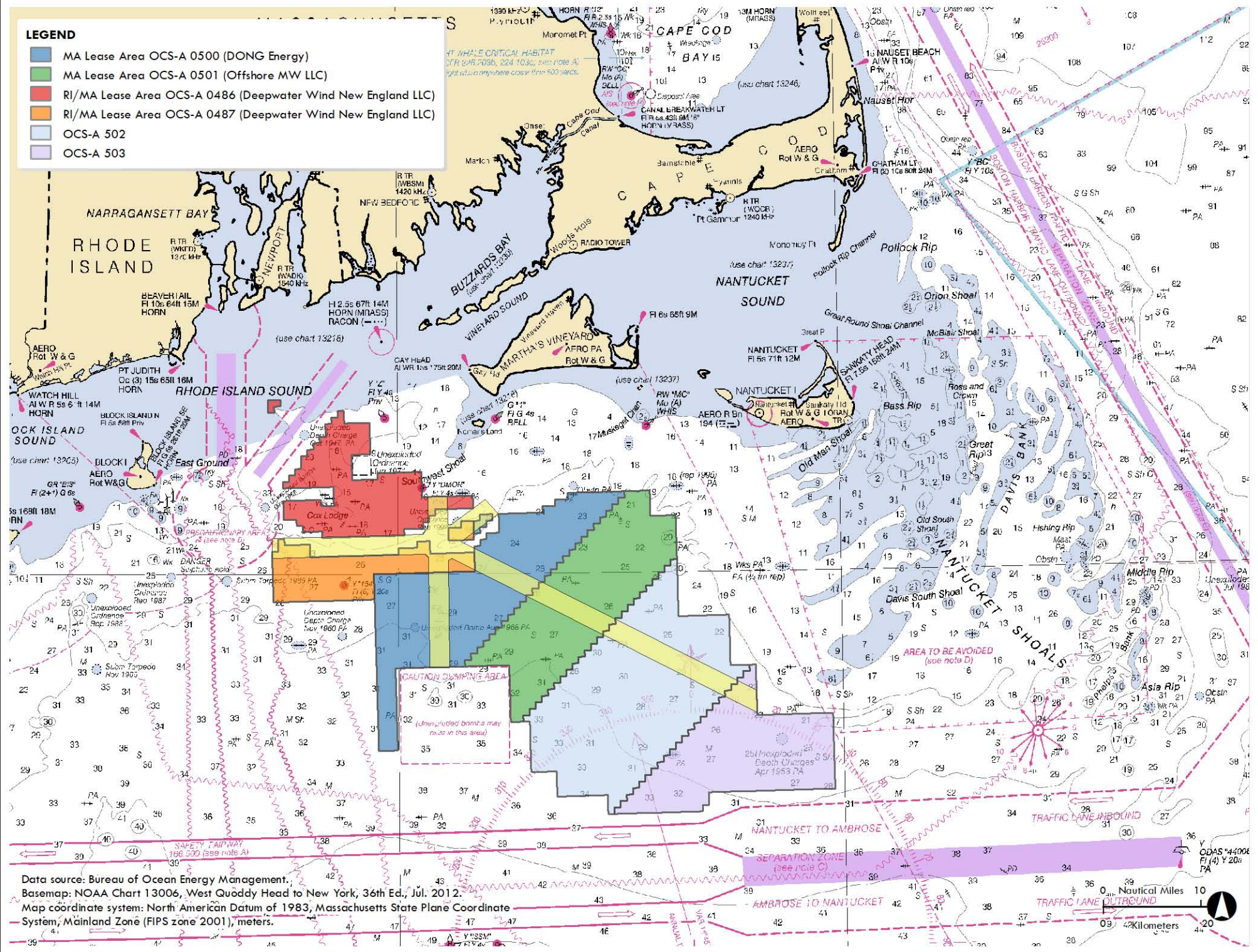
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**LEGEND**

- MA Lease Area OCS-A 0500 (DONG Energy)
- MA Lease Area OCS-A 0501 (Offshore MW LLC)
- RI/MA Lease Area OCS-A 0486 (Deepwater Wind New England LLC)
- RI/MA Lease Area OCS-A 0487 (Deepwater Wind New England LLC)
- OCS-A 502
- OCS-A 503



Data source: Bureau of Ocean Energy Management.  
Basemap: NOAA Chart 13006, West Quoddy Head to New York, 36th Ed., Jul. 2012.  
Map coordinate system: North American Datum of 1983, Massachusetts State Plane Coordinate System, Mainland Zone (FIPS zone '2001'), meters.

