



SouthCoast Wind Energy LLC
99 S Main Street
Fall River, MA 02721

June 28, 2023

Town of Portsmouth
2200 E Main Road
Portsmouth, RI 02871

RE: Town Workshop Follow-up

Dear Captain Rainer,

Please see the attached Q+A document that provides responses to the questions posed online during the May 25, 2023 Town Workshop regarding the SouthCoast Wind project, as well as other questions/concerns we have heard/received. We appreciate Town Council's initiative to hold the workshop and the opportunity to listen to residents and other stakeholders.

We are happy to answer any additional questions. Residents, businesses and other stakeholders can send their questions to info@southcoastwind.com.

We remain available to you as well and look forward to continuing our dialog about the SouthCoast Wind project.

Sincerely,

Lawrence Mott and Kelsey Perry
SouthCoast Wind

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Lease Area

Q: What impact will these turbines have on our weather radar?

A: The offshore wind structures will be sited from existing land-based radar systems to minimize interference.¹

Two Next Generation Weather radar (NEXRAD) sites and one Terminal Doppler Weather Radar (TDWR) site are in the vicinity of the Project area:

1. NEXRAD: Boston Weather Surveillance Radar 1988 Doppler (WSR-88D)
2. NEXRAD: Brookhaven WSR-88D
3. TDWR: Boston TDWR

These existing radar and doppler systems will continue to provide data support to the region.

Q: Are SouthCoast Wind's turbines visible from Block Island?

A: No. SouthCoast Wind's offshore wind turbines will not be visible from any part of Rhode Island. The offshore wind turbines will be approximately 70 miles off the coast of Island Park beach in Portsmouth, which is about as far as Portsmouth is from New Hampshire. The export cables in Portsmouth, the Sakonnet River, and Mount Hope Bay will be buried several feet underground.

SouthCoast's converter station on Brayton Point will not be visible from Portsmouth or elsewhere on Aquidneck Island. Upon completion of construction, the only visible evidence of the project in Portsmouth will be a series of manhole covers along the onshore cable route, flush with the surrounding surface.

Q: So, there are no safety lights on the structures that are on all the time for mariners!

A: SouthCoast Wind **will** have aviation and marine navigation marking and lighting in compliance with US regulations from the following entities: the Federal Aviation Administration (FAA), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), United States Coast Guard (USCG) and the US Bureau of Ocean Energy Management (BOEM). Turbine locations would also be charted by NOAA.

All marine navigational lighting will be visible from 360 degrees and will be implemented in the following manner:

- Corner turbines will provide quick flashing yellow lighting energized at a 5 nm range.
- Outer boundary turbines will provide 2.5 second flashing yellow lights energized at a 3 nm range.
- Interior turbines will provide 6 or 10 second flashing yellow lights energized at 2 nm range.²

In addition, SouthCoast Wind will have sound signaling devices including fog signals and Mariner Radio Activated Sound Signal (MRASS) and Automatic Identification Systems (AIS) transponders on significant peripheral

¹ SouthCoast Wind Draft Environmental Impact Statement Section 3.6.7-5 | BOEM: https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/Mayflower_DEIS_Vol_1_WEB_508.pdf³

² Guidelines for Lighting and Marking of Structures Supporting Renewable Energy Development | BOEM: <https://www.boem.gov/sites/default/files/documents/renewable-energy/2021-Lighting-and-Marking-Guidelines.pdf>

structures or other significant locations on all to meet BOEM's latest Guidelines for Lighting and Marking of Structures Supporting Renewable Energy Development.

To further ensure navigational safety, SouthCoast Wind has been in discussions with the fishing and shipping industries and US Coast Guard regarding site access and navigation. SouthCoast Wind and the other New England offshore wind developers/leaseholders have agreed upon a collaborative regional layout for wind turbines which is a grid with 1 nautical mile spacing between turbines. This creates more distance between turbines than any offshore wind development anywhere in the world and establishes 231 transit lanes in all directions through the lease areas. The Coast Guard determined in its May 2020 Massachusetts Rhode Island Port Access Route Study (MARIPARS) that this type of "standard and uniform grid pattern" layout would "maximize safe navigation" and allow for "safe navigation and continuity of USCG missions through the adjacent wind farm leases."³

SouthCoast Wind will also implement an Aircraft Detection Lighting System (ADLS) to automatically activate lights when aircraft approach. ADLS would only activate the required FAA aviation obstruction lights when aircraft enter a predefined airspace and turn off when the aircraft are no longer in proximity to the Wind Farm Area. Based on our estimates, ADLS-controlled obstruction lights would be activated for less than 5 hours per year.⁴

Q: Are they buying ICE TC88 class S generators? What are the special specifications if so?

A: SouthCoast Wind has not yet selected a wind turbine generator (WTG) model however, the WTG models under consideration will either be type-certified to class I or class S. In all cases the Project's third-party certified verification agent will compare the WTG type certification design parameters with the SouthCoast Wind site-specific conditions and assess WTG compliance through its independent review.

For those not familiar: ICE TC88 is the Technical Committee of the International Electrotechnical Commission for onshore and onshore wind turbines. The committee is also behind the standard "IEC61400-1 Wind energy generation systems - Part 1: Design requirements" which defines the different wind classes (I, II, III, S). For classes I to III, design parameters are defined by the standard, whereas for class S, the wind turbine generator designer/supplier may specify its own parameters. Typically, for modern offshore WTG, parameters selected by WTG suppliers for class S deviate only marginally from those of class I. Differences could be, for example, a slightly higher average wind speed or a flow inclination of 0.

Q: On Air emissions, the ships that are going to be used need to pass certain standards. Also, the Feds no longer require air emissions regulations during construction so this is useless information. Talk to RI DEM or EPA if you want clarity on that point.

³ Port Access Route Study: The Areas Offshore of Massachusetts and Rhode Island | The United States Coast Guard:

<https://www.federalregister.gov/documents/2020/05/27/2020-11262/port-access-route-study-the-areas-offshore-of-massachusetts-and-rhode-island>

⁴ SouthCoast Wind Draft Environmental Impact Statement Section 3.6.2-20 | BOEM: https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/Mayflower_DEIS_Vol_I_WEB_508.pdf

A: SouthCoast Wind is actively working to obtain the Outer Continental Shelf Air Permit from EPA to cover air emissions from the Project during both construction and operations and maintenance.

Construction vessels have modern equipment, including low emission engines, and operations vessels will be US built and meet the latest emissions standards.

Route Selection

Q: Why are there no alternate plans for their cable that do not go through Portsmouth? All three cable routes go through our town.

More than a dozen potential routes to the point of grid interconnection at Brayton Point were considered in the routing analysis, including several onshore routes through Southern Massachusetts and the East Bay, routes to the East and West of Aquidneck Island, and the Western Passage of Narragansett Bay. Many of these alternate routes were ruled out due to factors such as: conflicts with Naval activities, sensitive ecosystems, and socio-economic concerns (e.g., historic areas, environmental justice areas, high-density residential areas, etc.). The 2-mile intermediate crossing underneath Portsmouth has been identified as the rational route to minimize disruption, both environmentally and socioeconomically.

The current onshore route being considered in Portsmouth begins at the intersection of Boyd's Lane/Park Avenue, continuing underground to the north along Boyd's Lane. From Boyd's Lane there are 4 potential routes before reentering the Sakonnet River: 1 route northwest towards the Mount Hope Bridge, or 3 potential routes northeast towards Anthony Road. Based on feedback we have received from stakeholders in the Portsmouth community, our current preferred onshore routes are the two eastern-most routes on Anthony Road, avoiding both the Mount Hope Bridge and Town Pond areas. Each route under consideration is 2 miles or less and will be constructed primarily in previously disturbed areas such as road shoulders.

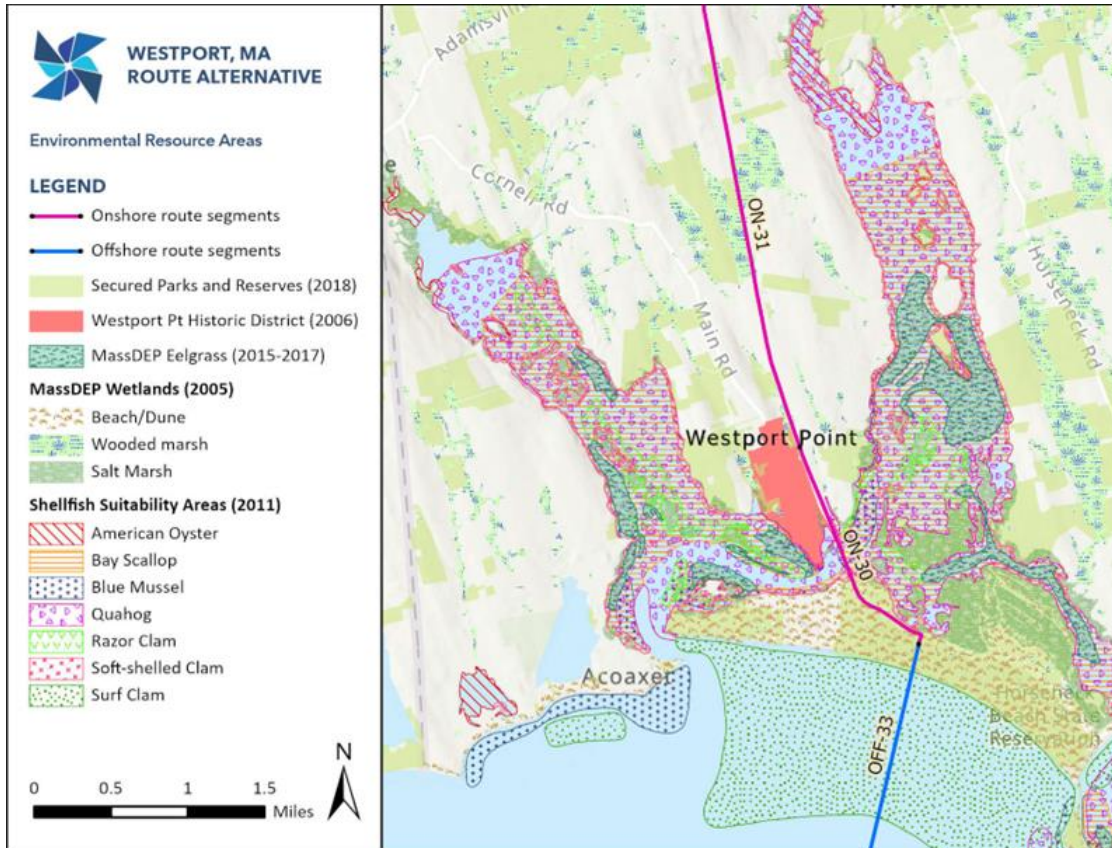
The entry and exit of the cable onto Aquidneck Island will utilize horizontal directional drilling to install the cable deep underground, avoiding impact to intertidal ecosystems and other sensitive coastal areas. SouthCoast Wind's preferred routing options are those that follow northeast towards Anthony Road and avoid the Mount Hope Bridge area.

Q: Why are they not going overland in Massachusetts and landing in Massachusetts?

A: Cable routing through Massachusetts via Route 88 in Westport was thoroughly investigated as part of the project design process, but a number of challenges were revealed that make the route infeasible. For example, there is insufficient space for cable laying vessels and equipment and a high density of sensitive coastal barrier systems (e.g., eelgrass and shellfish habitat). Other impediments include a high energy dynamic coastline with mobile sediments around the mouth of the Westport River, sensitive natural habitat behind the coastline, various watershed crossings, conflict with historic districts⁵ in Westport and dense environmental justice

⁵ A historic property (or district) is defined in the National Historic Preservation Act [54 U.S.C. § 300308] as any "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on, the National Register of Historic Places, including artifacts, records, and material remains related to such a property or resource."

populations⁶ further up the route in Fall River, and an increase of nearly eight times the onshore routing distance in comparison to the proposed route, much of which along the heavily trafficked Route 88. Below are a few relevant images from the Westport route analysis.

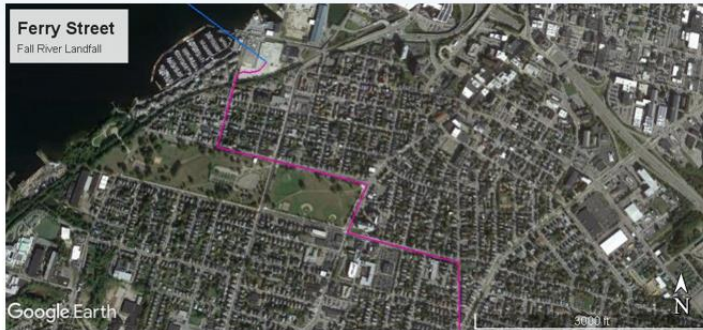


⁶ An environmental justice (EJ) population is a neighborhood or community, composed predominantly of persons of color or a substantial proportion of persons below the poverty line, that is subjected to a disproportionate burden of environmental hazards and/or experiences a significantly reduced quality of life relative to surrounding or comparative communities. State and federal laws require avoidance of these areas.

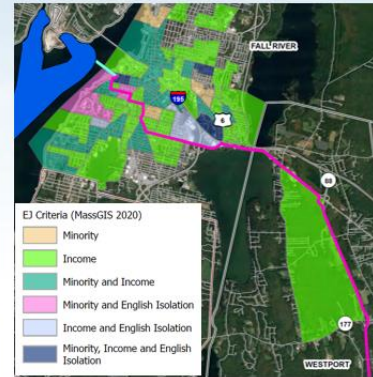
Westport / Fall River Route

Segments:

- Southern Landfall: Horseneck Beach, Westport
- Route Segments: Route 88 (~12 mi)
Route 6, Brayton Ave, S. Main St, etc. (~5 mi)
- Northern Landfall: Ferry Street, Fall River



Ferry Street, Fall River Landfall Option



Q: Brayton Point will be able to accept more power than this project. They WILL be back; you can count on that. How are they going to dig up and bury a second cable? Why are they not planning in advance to carry in more power?

A: SouthCoast Wind has incorporated design variations that consider the potential to carry more power. For example, within the Project’s Rhode Island Energy Facility Siting Board application there is a design variation referred to as the “Noticed Variation” which includes the construction of two additional (spare) HDD conduits at each landfall site. This Noticed Variation is intended to minimize impacts to the residents of Aquidneck Island and the environment and provide flexibility for the future expansion of the electric system. Developing the Project in this way requires only one construction disturbance, minimizing impact to the natural and developed environment for trenching and horizontal directional drilling. To the extent that SouthCoast Wind seeks to use this additional infrastructure for additional export cables, we would return to state and local agencies for a license to do so.

Onshore Impacts

Q: What about the wetlands that they have to go through to land the cables in Portsmouth?

A: SouthCoast Wind’s proposed onshore routing does not go through wetlands. Much of the proposed onshore Project components have been sited in areas that are previously disturbed or undergoing active management. The onshore export cable routes would be largely located in existing paved public roadway. Impacts to wetlands have been considered and the United States Bureau of Ocean Energy Management anticipates wetland impacts on Aquidneck Island would be mostly short term, localized, and minor. Any potential wetland impacts would be avoided to the maximum extent practicable during the detailed design, engineering, and construction of the Project.

Any work in regulated wetlands would require a Clean Water Act Section 404 permit from the United States Army Corps of Engineers, permits from the RI Department of Environmental Management including a Section 401 Water Quality Certification. Additionally, any wetlands restoration would be conducted in accordance with applicable federal and state wetland permit requirements.

Q: What voltages and how much power is transmitted from the three existing cables to the island?

A: The main transmission lines servicing Aquidneck Island currently crossing the Sakonnet River Bridge and the Town Pond area, are 115 kV. These same lines would deliver power from the project's point of grid interconnection at Brayton Point via a neighboring substation (Pottersville in Little Compton) to homes and businesses on Aquidneck following the completion of the SouthCoast 1 project.

Q: Burying an electrical transmission cable costs 10x more technically than building towers, why are they not building towers?

A: Establishing a right-of-way (ROW) in the proposed route area that meets the needs of a high-voltage direct current (HVDC) overhead system is not viable. Overhead lines have different technical requirements, are subject to weather impacts, and have visual and environmental impacts compared to buried cables. Support structures and ROW requirements for HVDC transmission lines are substantial, with structures ranging from 80 - 120 feet tall and a right-of-way width requirement of 100 – 150 feet. Transition from an HVDC cable to air-insulated overhead line would also require at least 0.9 acres more land for a transition station. In addition to these challenges, by burying the cables SouthCoast Wind can ensure the cables are safe during storms, reduce maintenance needs and offer the highest protection from human and wildlife interaction, including EMF shielding (see question below).

Q: Power transmission cables are on towers. This is known. Why are these being buried? The towers have air separation gaps and are very high above humans. How deep will these cables be buried to? What protection do we have from fire and shock? What about EMF?

A: With respect to why the cables are being buried, please see the question above.

In answer to the other questions, the proposed target burial depth for the offshore cables is 6 feet below level seabed with an acceptable range of 3-13 feet deep. The cables will be bundled together where and when possible to minimize footprint and installation impacts.

As the cables come ashore at the intersection of Boyd's Lane and Park Avenue in Portsmouth, SouthCoast Wind will employ horizontal directional drilling (HDD), a best practice trenchless installation method that avoids impacts to sensitive coastal ecosystems. This precision boring technology system installs the cables approximately 40 feet below the seabed and ground without disturbing the surface. From there, the cables will remain about 3 underground and will be encased in a concrete duct bank.

In terms of safety, there is no disturbance to the ground surface in the unlikely event of a short circuit because the soil contains the fault. The depth is also sufficient for fire protection.

The electric fields from SouthCoast's underground cables will be completely shielded by cable materials. Buried power cables produce weak field strengths well below the recommended threshold values for human exposure.

The magnetic fields that are produced by the flow of high-voltage direct current (HVDC) electricity have similar characteristics to the earth's magnetic field, and the levels drop off substantially within a short distance from the cables. Scientists have not reported any confirmable chronic health risks for the weak steady magnetic fields associated with HVDC power transmission, and the magnetic field levels associated with SouthCoast's cables are substantially lower than international guidelines.

Q: Could the presence of such cables negatively impact resident's homeowner's insurance rates or ability to secure a mortgage in the immediate area?

A: The FHA loan guidelines for electric power lines apply only to overhead transmission lines, not underground electric transmission cables. Accordingly, underground electric cables are not expected to impact insurance rates or preclude homeowners from securing a mortgage. See: [Minimum Property Standards for Power Lines and Access to Property \(fha.com\)](#).

Marine Impacts

Q: Juvenile Cod are found in the River. This is a unique genetic line. What are you doing to mitigate your impacts to this species? If you disrupt this endangered species, you could make it go extinct.

A: While the inshore waters of the Sakonnet River and Mt Hope Bay have complex, rocky habitat which juvenile cod *could use* as nursery areas, *they have not been observed and/or exist throughout the entirety of this range*. That said, cable routing will avoid rocky bottom areas which will minimize impacts to juvenile cod. In situations where boulders must be moved, they will be relocated to similar areas to preserve the type of seafloor that juvenile cod are known to inhabit. The Northeast Fisheries Science Center (NEFSC) published a report last year on Atlantic cod stock structure available here: [An Interdisciplinary Review of Atlantic Cod \(*Gadus morhua*\) Stock Structure in the Western North Atlantic Ocean \(noaa.gov\)](#).

Q: What is the electric and magnetic field (EMF) impact on Whelk who bury down into the sediments? Other benthic species?

A: The cumulative impacts of EMF from ongoing and planned activities in the cable corridor on benthic fauna such as whelk, would be insignificant, highly localized, and limited to the immediate vicinity of cables.⁷ The Bureau of Ocean Energy Management (BOEM) requires planned submarine power cables to have appropriate shielding and burial depth to minimize potential EMF effects from cable operation. Magnetic fields from

⁷ SouthCoast Wind Draft Environmental Impact Statement Section 3.5.2-28 | BOEM: https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/Mayflower_DEIS_Vol_I_WEB_508.pdf

undersea power cables decrease rapidly with distance from the cable, so burying undersea power cables substantially reduces the levels of magnetic and induced electric fields in the marine environment.⁸

A 2019 study commissioned by BOEM that examines EMF impacts concluded that "the operation of offshore wind energy projects is not expected to negatively affect commercial and recreational fishes within the southern New England area. Negligible effects, if any, on bottom-dwelling species are anticipated."⁹

Q: High-voltage direct current (HVDC) has more impact on bottom species than high-voltage alternating current (HVAC) cables do. Why are you not proposing to bury your cable deeper than other projects have proposed that use HVAC?

A: HVDC technology requires fewer cables, therefore using less space on the sea bottom, and minimized seabed disturbance from installation. HVDC cables also emit less heat than HVAC cables transmitting the same amount of power.¹⁰

As noted in the question above, a 2019 study commissioned by BOEM that examines EMF impacts concluded that "the operation of offshore wind energy projects is not expected to negatively affect commercial and recreational fishes within the southern New England area. Negligible effects, if any, on bottom-dwelling species are anticipated."¹¹

Q: What impacts are you going to have by putting a jack up barge on the bottom for several months? How much is this going to sink into the soft bottom and how many species and access will you prohibit?

A: A jack-up barge may be used to support the HDD operations offshore. Prior to selecting and using a barge to support the HDD operations, suitability of the barge for the specific seabed conditions (including any areas of soft seabed) will be assessed to confirm that the barge can operate safely. The seabed impacts from the barge legs will be minimal and in line with typical temporary offshore construction impacts, as the barge is expected to be stationary during the operation, so the footprint of seabed disturbance will be limited to the immediate area around the barge legs. The barge legs would be buried 5 meters or less in the seabed.

Q: What heavy metals exist in the sediments that are going to be disturbed and brought to the surface? What has the project done to verify that they will do no harm or what will they do to prevent these sediments from entering our ecosystem, our environment where our children swim? Will they vacuum up the sediment like a dredge and clean the sediments before they are redeposited? Leave it better than you found it?

A: SouthCoast Wind will use best management practices to minimize sediment mobilization during offshore component installation. Due to the localized areas of disturbances, the overall impacts of increased sediments

⁸ SouthCoast Wind Draft Environmental Impact Statement Section 3.5.2-9 | BOEM: https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/Mayflower_DEIS_Vol_I_WEB_508.pdf

⁹ Evaluation of Potential EMF Effects on Fish Species of Commercial or Recreational Fishing Importance in Southern New England | BOEM: https://espis.boem.gov/final%20reports/BOEM_2019-049.pdf

¹⁰ SouthCoast Wind Draft Environmental Impact Statement Section 3.5.2-21 | BOEM: https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/Mayflower_DEIS_Vol_I_WEB_508.pdf

¹¹ Evaluation of Potential EMF Effects on Fish Species of Commercial or Recreational Fishing Importance in Southern New England | BOEM: https://espis.boem.gov/final%20reports/BOEM_2019-049.pdf

and water cloudiness from cable placement are anticipated to be temporary, and limited to approximately 13 feet to either side of each cable resulting in a minor impact on water quality and minimal impacts on sea life.

Q: My favorite fishing spots are right where that cable is going to go. When they come through and disturb everything, I will lose all my local knowledge, all of my enjoyment in fishing. How will I be compensated for my loss, for my time, my recreation and relaxation that I get from leaving everything in my life behind to enjoy the beauty and solace of the water. My knowledge will be wiped out in one fell pass.

A: After the cable is buried, recreational boating and fishing will be able to continue just as they did before, as the cables will be buried under the bottom mud/sand with minimal disturbance which allow for continued use of the area.

We will also try and conduct cable laying in the off season if possible and will work with the local harbormasters, harbor commissions, angler associations, the Coast Guard and other stakeholders to coordinate a schedule of activities that takes all stakeholder perspectives, including recreational boating and fishing, into account.

Permitting

Q: The developer reveals themselves as unprepared again. The State Agencies are not limited to a 6-month review period. What is she speaking about? That was a false and misleading statement.

A: The six-month review comment was made in reference to the Rhode Island Energy Facility Siting Board (RIEFSB) process requirements.

The RIEFSB is reviewing the SouthCoast Wind project. To grant a license or permit, the Board needs to make an affirmative finding of the following three standards:

1. Determine whether the project is needed to meet the energy goals of the region or state.
2. Determine whether the facility or transmission line is cost justified and will incur the least cost to the state.
3. Confirm that the proposed facility or transmission line will not cause unreasonable harm to the environment and socioeconomic fabric of the state.

The RIEFSB consists of three volunteer members -- the Director of the Rhode Island Department of Environmental Management, the Chairman of Public Utilities Commission, and the Associate Director of Administration for Planning. Because they are volunteers, they delegate the three questions above to local authorities which gather their findings and opinions and report back to the RIEFSB. In the case of SouthCoast Wind, the designated authorities include the Town of Portsmouth and the Rhode Island Coastal Resources Management Council. By law, these designees have *six months* to submit an opinion to the Board. After receiving their findings, the RIEFSB hosts a public comment period during which they hold a final hearing where they hear from designated the local authorities. The RIEFSB must then decide on the project 60 days after the final hearing.

Q: NEPA decisions and analysis cannot rely on the costs of the project, it has to protect the environment.

A: Correct. The NEPA (National Environmental Policy Act of 1969) was created for the sole purpose of protecting the environment. When planning projects or issuing permits, NEPA directs federal agencies to conduct environmental reviews to consider the potential impacts on the environment by their proposed actions and make this information available to the public.

For the SouthCoast Wind project, one of the key NEPA documents is the Environmental Impact Statement (EIS). The purpose of an EIS is to serve as a tool to promote thorough decision making. To accomplish that goal, the document determines the Project's purpose and need; determines the range of alternatives to be considered; determines potential environmental impacts; coordinates with relevant agencies; involves the public; and determines mitigation measures and monitoring plans.

The lead agency with primary responsibility for preparing the EIS is the U.S. Bureau of Ocean Energy Management (BOEM). The cooperating agencies, which have jurisdiction and/or special expertise on any environmental issues that the EIS discusses include, but are not limited to; U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, U.S. Coast Guard, National Marine Fisheries Service, state and local agencies, e.g. the Coastal Resources Management Council (CRMC) and the RI Department of Environmental Management (RIDEM).

The major steps in the NEPA process for preparing an EIS are available on the project's FAST-41 dashboard¹²

Q: Why does the developer's cable burial risk assessment not cover the risks TO the environment?

A: All impacts, or risks, *to* the environment have been rigorously studied or modeled and are found within our Draft Environmental Impact Statement and/or Construction and Operations Plan. These documents are available on the Bureau of Ocean Energy Management [website](#).

A cable burial risk assessment (or CBRA), was performed and has a specific goal which is to understand the potential risks or hazards - natural or man-made - to the *cable infrastructure itself*. This assessment is used to help shape the design of the cable route and influence the final burial depths, methods, and protection measures that will be utilized to ensure that the cables are suitably buried and protected from potential risks or hazards so that the electricity is delivered safely and reliably.

Q: Why are the technical papers on the cable hidden from the public? Lack of transparency brews distrust. Let us see your arguments and evaluate them ourselves.

A: Reports pertaining to our cable route and associated impacts are available on BOEM and SouthCoast Wind's website. Not only does SouthCoast Wind's DEIS thoroughly discuss the cable impacts from the proposed cable route, but there are numerous reports included with the COP that discuss the cable as well. This information is in the following appendixes:

- Appendix D1- Massachusetts Coastal Zone Management Act Consistency Certification

¹²<https://www.permits.performance.gov/permitting-project/fast-41-covered-projects/southcoast-wind-energy-llc-southcoast-wind>

- Appendix D2- Rhode Island Coastal Zone Management Act Consistency Certification
- Appendix D3- Rhode Island Coastal Zone Management Act Consistency Certification- Brayton Point
- Appendix F3- Hydrodynamic and Sediment Transport Modeling for the Brayton Point Export Cable Burial Assessment
- Appendix P1- Electric and Magnetic Field Assessment for the Proposed Mayflower Wind Project
- Appendix P2- High Voltage Direct Current Electric and Magnetic Field Assessment

Certain reports may be redacted due to propriety information or safety information that is intended to remain confidential for the purposes of national security. Other reports may be redacted due to Section 508 compliance. Section 508 of the Rehabilitation Act of 1973 ensures that all Federal information that is electronically accessible on a web page, software, or app, is accessible to all people with disabilities. There are a number of technical standards that need to be met to be Section 508 compliant. This responsibility is held with Federal agencies and is out of SouthCoast's domain.

Whether the reports are redacted temporarily or in perpetuity, it should be noted that all regulatory agencies involved in the approval and permitting process have full access to these documents and the contained information.

Project Benefits

Q: Do you feel that Rhode Islanders will benefit from this project?

A: Yes.

- The Town of Portsmouth will receive direct and substantial revenue from hosting the Project's onshore underground transmission assets. At the request of the town, this compensation will likely be in the form of an HCA (Host Community Agreement). **To date, no HCA has been signed with the Town.**
- The State of Rhode Island will receive millions of dollars in submerged lands lease fees for the offshore route located in RI waters.
- The SouthCoast Wind 1 project will create 8,000+ direct, indirect, and induced job opportunities throughout the project lifecycle, and SouthCoast Wind has committed to sourcing at least 75% of the long-term operations & maintenance jobs locally.
- The regional electric grid serving Rhode Island and all other New England states will benefit from improved stability and reliability, as a result of the substantial addition of renewable energy from the project. All six New England states share a regional electric grid, so electricity generated by the project will tie into the supply for all of New England.¹³
- SouthCoast Wind's activities off the coast of New England represents one of the most significant carbon reduction efforts ever undertaken in the region (eliminating over 4 million metric tons of greenhouse gases annually), which will be key in fending off the climate threats facing Portsmouth and other coastal communities in New England.

¹³ <https://www.iso-ne.com/about/what-we-do/three-roles/operating-grid>

- SouthCoast Wind will advance and attract additional investment to the Blue Economy industry in Rhode Island and the region. For example, SouthCoast Wind recently partnered with Supply RI and hosted a “Meet the Buyer” event to aid in our targeted procurement of goods and services specifically from RI-based companies.

Q: Do you think that this project will make a dent on Climate Change? BOEM has issued its expert opinions that these projects will not have a significant impact.

A: For context, it’s important to note that claims disputing the United States’ offshore wind’s impact on climate change is talking about climate change on a global scale, where the United States represents just 15% of GHG emissions globally. **BOEM has acknowledged that our project would have a noticeable effect on reducing GHG emissions regionally and would be beneficial in the regional environment.**

The United States has a goal of achieving net-zero greenhouse gas emissions by no later than 2050 and explored multiple pathways within various economic sectors to reach that goal. Within the electricity sector, offshore wind represents the least-cost pathway to help reach that 2050 target.

Offshore wind facilities will produce less GHG emissions than fossil fuel–powered generating facilities with similar capacities. SouthCoast Wind’s reduction in GHG emissions (or avoidance of increased emissions from equivalent fossil fuel–powered energy production) would offset 4 million metric tons of GHG emissions in the United States.

Decommissioning

Q: How do they propose to decommission the cable?

A: SouthCoast Wind would be required to remove or decommission all facilities, projects, cables, pipelines, and obstructions and clear the seabed of all obstructions created by the proposed Project. SouthCoast Wind would have to achieve complete decommissioning within 2 (two) years of termination of the lease and either reuse, recycle, or responsibly dispose of all materials removed.

Although the proposed Project is anticipated to have an operational life of 35 years, it is possible that some installations and components may remain fit for continued service after this time. SouthCoast Wind would have to apply for, and be granted an extension if it wanted to operate the proposed Project for more than the 33-year operations term stated in its lease.

SouthCoast Wind has submitted a conceptual decommissioning plan as part of the COP (Construction and Operations Plan), and the final decommissioning application would outline the process for managing waste and recycling proposed Project components. This plan will continue to be reviewed and improved over the operating life of the project to incorporate new discoveries and advancements in the fields of marine science and engineering, as well as lessons learned from the offshore wind industry and other offshore operations. If the COP is approved or approved with modifications, SouthCoast Wind would have to submit a bond (or another

form of financial assurance) prior to installation that would be held by the U.S. government to cover the cost of decommissioning the entire facility.¹⁴

Upon completion of the technical and environmental reviews, BOEM may approve, approve with conditions, or disapprove the lessee's decommissioning application. This process would include an opportunity for public comment and consultation with municipal, state, and federal management agencies.

Q: On their point to decommissioning, BOEM only requires \$100,000 be put up as a bond. Will this be sufficient to decommission a \$2.5B development? See 30 CFR 585.433, 585.910. Also, how can you set up a bond for costs that are unknown when the decommissioning method is not required until two years prior to planned end of operations?

A: BOEM requires \$100,000 to be placed in a bond at the time of lease issuance. Additional bonds to cover the full cost of decommissioning are collected throughout the Project's development, construction and operations phases. BOEM will require a decommissioning bond or other form of financial assurance based on the anticipated decommissioning costs in accordance with applicable BOEM regulations (30 CFR 585.515-537). The decommissioning obligation must be guaranteed through an acceptable form of financial assurance and will be due according to the schedule beginning before commencement of the installation of commercial facilities on a date or dates to be determined by SouthCoast Wind.

Miscellaneous

Q: Why did the developer change their name?

A: SouthCoast Wind changed the Project's name to better reflects our commitment to the people, businesses and communities of the SouthCoast region, all of whom will benefit from the growing offshore wind industry. We hope to remain an integral community partner as we continue to invest in economic development, education, and training.

Q: Does Montaup Country Club have an agreement with this developer?

A: No.

Q: Is it true SouthCoast Wind has already paid the Town of Portsmouth \$100,000? What is that payment for?

A: That is true. In September 2022, SouthCoast Wind supplied the Town of Portsmouth with the funds to hire independent consultants to review SouthCoast Wind's project documents. This is standard practice to give the Town the ability to be well informed throughout this process without the burden of consultant fees.

¹⁴ SouthCoast Wind Draft Environmental Impact Statement Section 2-15 | BOEM: https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/Mayflower_DEIS_Vol_I_WEB_508.pdf

Q: When will the next workshop to get answers from the developer happen? Can we get that on the books before we leave tonight?

A: SouthCoast Wind will hold a community drop-in session at the Common Fence Point Community Center (933 Anthony Road, Portsmouth) on Tuesday, July 25 from 5:00 – 8:00 pm. Several SouthCoast Wind team members will be on hand to answer questions. All are welcome to join this free event. No registration is required and there will be no formal presentations, so drop in at any time. We look forward to seeing you there!