



Maritime Stakeholder Communication and Outreach Plan

Marine Affairs
March 2024 (v1)

Table of Contents

1.	Introduction and Purpose	5
1.1	Permit Conditions	5
2.	Stakeholder Identification	5
3.	Fishing Community Specific Outreach	6
4.	Communications and Outreach Tools / Methods	6
4.1	Direct Communications and Outreach	6
4.1.1	Mariners’ Website	6
4.1.2	Mariners’ Briefing	6
4.1.3	In-Person Outreach	7
4.1.4	At Sea Communications	7
4.1.5	Community Meetings	8
4.1.6	Wind Farm and Port Simulator	8
4.2	Additional Methods of Communication and Outreach with the Maritime Community	8
4.2.1	Fisheries Representatives	8
4.2.2	Local / Regional Groups	8
4.2.3	Port Partners Briefs	8
4.2.4	Scientific Research	9
5.	Government and Public Agency Coordination	9
5.1	Coordination with the U.S. Coast Guard	9
5.1.1	Local Notice to Mariners (LMN)	9
5.1.2	Broadcast notice to Mariners	9
5.1.3	Safety Zones	9
5.1.4	Private Aids to Navigation (PATON)	10
5.2	Port Safety Committees	10
5.3	National Oceanic and Atmospheric Administration (NOAA)	10
5.3.1	National Oceanic and Atmospheric Administration (NOAA) Charting	10
5.3.2	Chart Plotter Files	10
5.4	Coordination with the Department of Defense (DOD)	11
5.5	State and Local Agencies	11
6.	Professional Maritime Organizations	11
7.	Commercial Shipping	11
8.	Commercial Shipping	12
9.	Maritime Tourism and Recreational Users	12
9.1	Leases / Bids	12

9.2	Site Investigations	12
9.3	Navigation Safety Risk Assessment (NSRA) Process	12
9.4	Construction and Operations (COP) Development	13
9.5	Notional Pre-COP Consultation Timeline	13
10.	Communications and Outreach During Construction.....	14
11.	Communications and Outreach During Operations & Maintenance.....	15
12.	Communications and Outreach During Major Maintenance	15
13.	Communications and Outreach During Decommissioning	15
14.	Metrics	15
15.	Good Faith Consultations.....	15
16.	Complaints, Questions, and Complaint Resolution	16

Appendices

1. Revolution Wind
2. Reserved for Future Projects

References

1. Link: [Fisheries Communication and Outreach Plan](#)
2. Link: [Mariners' Briefing, Northeast Program](#)
3. Link: [Mariners' Website](#)
4. Link: Navigation and Vessel Inspection Circular No. 03-23. Guidance on Navigational Safety in and Around Offshore Renewable Energy Installations

Acronyms and Abbreviations

ACP	American Clean Power Association
AIS	Automated Identification System
BOEM	Bureau of Ocean Energy Management
BSEE	Bureau of Safety and Environmental Enforcement
COTP	Captain of the Port
DOD	Department of Defense
DOI	Department of the Interior
FAA	Federal Aviation Administration
FCOP	Fisheries Communications and Outreach Plan
FLO	Fisheries Liaison Officer
GCC	Generation Control Center
GIS	Geographic Information System
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
LNM	Local Notice to Mariners
MAC	Mariners' Advisory Committee
MHCC	Marine and Helicopter Coordination Center
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NSRA	Navigation Safety Risk Assessment
OCS	Outer Continental Shelf
O&M	Operations and Maintenance
PATON	Private Aids to Navigation
RSS	Really Simple Syndication
USACE	U.S. Army Corps of Engineers
USN	U.S. Navy

1. Introduction and Purpose

The Maritime Stakeholder Communication and Outreach Plan (“the plan”) outlines key strategies that Orsted uses to communicate with the maritime community during the planning, design, construction, operations and maintenance, and decommissioning phases of windfarm development. The goals of this effort are to effectively communicate, collaborate, coordinate, and achieve a thriving coexistence between Orsted and maritime stakeholders.

Orsted Principles for a Thriving Coexistence with Maritime Stakeholders:

- **Neighborly:** Mariners are our neighbors. We treat them as they wish to be treated and maintain effective communication even when in conflict.
- **Responsive:** We respond quickly and clearly to questions, requests, and needs.
- **Candid & Transparent:** We are candid and straightforward in our communications (which sometimes means saying “no” clearly). We share information and data.
- **Engaged:** We are consistently engaged with, listen to, and learn from the maritime community.
- **Trustworthy:** We earn trust by doing what we say as well as sharing lessons learned.
- **Data-informed:** Decisions are data-driven, while taking into context relationships and future uncertainties.
- **Committed:** We dedicate the resources and attention needed to sustain our vision of thriving together.
- **Leaning forward:** We look forward to lead, innovate, push the envelope, and adapt, while building on and expanding those systems that have worked well for both Orsted and Mariners.

This plan was developed by Orsted’s Marine Affairs staff which consists of professional mariners and an extensive fisheries outreach team. The Marine Affairs staff facilitates safe navigation, protects biodiversity, and engages with the maritime community throughout the development, construction, and operation of Orsted’s offshore wind farms. This plan is intended as a “living document” which will be expanded and refined with ongoing feedback from the maritime community and regulatory agencies.

1.1. Permit Conditions

This plan was developed in compliance with permit conditions that are specific to individual projects listed in the appendices. See appendices for details on permit conditions that require a communication plan per project.

2. Stakeholder Identification

Effective stakeholder engagement is crucial for implementation of a maritime stakeholder communication plan. In offshore wind development, stakeholders range from maritime industry, port operators, and regulatory agencies, to local communities, governing bodies, utilities, and special interest organizations. Orsted aims to foster open channels of communication with stakeholders to facilitate a transparent and collaborative approach to equitable use of ecosystem services. This involves dissemination of consistent and accessible information on navigational safety, project activities, and other pertinent

information while actively consulting with stakeholders, and incorporating their perspectives and concerns.¹

The plan identifies key maritime community stakeholders potentially impacted by Orsted windfarm projects. It is important to note this list is not comprehensive. Orsted will make continual efforts to identify and engage with new stakeholders. The plan identifies key maritime stakeholders in the following board categories:

Government and Public Agencies
 Professional Maritime Organizations, Pilot Associations
 Voluntary Marine User Groups, Port Safety Forums
 Commercial Shipping
 Maritime Tourism and Recreational Ocean Users
 Fishing Related Industries (see Section 3).

3. Fishing Community Specific Outreach

Orsted recognizes fishing communities (commercial fishers, charter/for-hire operators, recreational fishers) as among mariners most likely to be impacted by offshore wind development. Orsted has developed a Fisheries Communication and Outreach Plan ([FCOP](#)) to detail specific strategies intended to engage and communicate with this important segment of the maritime community. While most of the tools and methods described in this plan are relevant to the fishing communities, the plan refers to the FCOP for specific strategies on fishing community engagement.

4. Communications and Outreach Tools / Methods

This section describes the common communication tools and methods used by Orsted. Nothing in this section is intended to limit or constrain Orsted's ability to communicate with maritime stakeholders, and modifications of methods and strategies will be made as necessary to optimize effectiveness.

4.1. Direct Communications and Outreach

4.1.1. Mariners' Website

A detailed Orsted mariner-focused [website](#) contains news, the Mariners' Briefing, resources, factsheets, and Marine Affairs staff contact information for interested mariners. General information, or news that is not navigationally significant or with a safety nexus is hosted on the website. The website also features a survey to solicit feedback and suggestions from mariners.

4.1.2. Mariners' Briefing

The primary method of communicating with the maritime community is through Mariners' Briefings. These informational briefs are designed to pass time-bound information that is navigationally significant. This may include project specific

¹ Information about potential environmental impacts, and the results of scientific monitoring may also be important to mariners. Orsted takes the opportunity to share this information in parallel through navigation safety-centric engagements within the maritime community.

information, status reports, details of on-water activities in 3-day detailed outlooks, and 7-day projections, long range planning (>1week) for start of new construction activities, and anticipated areas in which vessels may be operating.

Mariners' Briefings are available at ([Offshore Wind Farm Information for Mariners | Orsted](#)) with an option for email subscription service through the website.

4.1.3. In-Person Outreach

Orsted's in-person strategy focuses on maintaining a regional approach to mariner engagement and building trust with a consistent presence in the communities. The Orsted Marine Affairs team maintains a cadence of dock visits and port hours to personally communicate with local maritime stakeholders. Orsted's Marine Affairs team also attends local organizational events and periodically organizes meetings to share information.

4.1.4. At Sea Communications

Orsted is committed to ensuring project vessels (refers to both vessels owned and operated by Orsted, and vessels contracted by Orsted) communicate effectively with mariners operating in the area. Project vessels monitor relevant communications modes/channels (e.g., VHF 13 & 16), and facilitate proactive communications (e.g., by SECURITE calls, as appropriate). Project vessels communicate on a working frequency specified in our Mariners' Briefings and broadcast navigation-critical information on AIS.

4.1.4.1. Fisheries Liaison Officers

During periods of increased activity (e.g., construction, major maintenance), Orsted may place Fisheries Liaison Officers (FLOs) on some project vessels to facilitate communications with mariners, especially the area fishing fleet. Orsted has developed and trained a cadre of professional FLOs, typically current or former fishermen with experience fishing in Orsted's lease areas. Many hold U.S. Merchant Mariner credentials. FLOs serve in an advisory role to their assigned vessel and work to facilitate communications between the mariners, especially the fishers in the area, and project vessel. They monitor the work area for presence of fishing gear and fishing vessels and report any interactions between fishing gear or vessels to project managers.

4.1.4.2. Safety and Scout Vessels

Orsted may also utilize safety and scout vessels to facilitate communications with mariners and avoid at-sea conflicts. The purpose of the safety vessel is to monitor the periphery of the work area and advise vessels about work site activities. Scout vessels investigate if human activity presents a risk to a project vessels' ability to conduct work. Normally, scout/safety vessels are drawn from the local fishing fleets, and their captains and crews undergo detailed project communications training, as well as receiving vessel safety upgrades. In the absence of dedicated

safety or scout vessels, Orsted may designate other project vessels to fill these roles.

4.1.5. Community Meetings

Orsted may organize, publicize, and host periodic community meetings. These meetings typically will seek consultation, explain new operations (specific construction details, schedules, etc.) or proposals, or provide a forum for questions and answers. Meetings may be in-person, virtual, or hybrid. Orsted may hold these meetings under the auspices of a trusted community group.

4.1.6. Wind Farm and Port Simulator

Orsted operates a Windfarm Navigation Simulation Program in partnership with the Maritime Institute of Technology and Graduate Studies (MITAGS) in Linthicum, MD with the objective of providing a realistic wind farm navigation experience. This program is intended to address navigation safety concerns for maritime stakeholders related to the development of windfarms. The goal is to provide participants with a navigation experience, imparting a “spatial awareness” of how the windfarm would appear to someone operating a vessel within it. Orsted offers periodic simulator visits with participation in a simulator demonstration for maritime community stakeholders.

Additional programs are available at simulators located in the United States Maritime Resource Center (USMRC – Middletown, RI); and State University of New York Maritime College (SUNY Maritime – NYC).

4.2. Additional Methods of Communication and Outreach with the Maritime Community

4.2.1. Fisheries Representatives

Orsted may employ a number of Fisheries Representatives to assist with outreach, communications, and coordination with the fishing/mariner community. The specific roles and responsibilities of Fisheries Representatives are addressed in the [FCOP](#).

4.2.2. Local / Regional Groups

Orsted may work with local and regional mariner groups to maximize outreach to local port communities and stakeholders. By cultivating relationships with these organizations, Orsted may gain valuable insights into concerns of other maritime partners and will be able to work proactively to address issues before or as they arise.

4.2.3. Port Partners Briefs

During periods of heavy on-water activity, Orsted may offer meetings to community leaders to present a brief overview of planned activities, discuss current and projected navigational plans, and ascertain planned mariner activity within the relevant project area(s). These meetings are beneficial to deconflict shared-use activity within the windfarm and facilitate safe navigation practices. Meetings may be in-person, virtual, or hybrid, and may be announced in applicable Mariners’ Briefings.

4.2.4. Scientific Research

Frequent scientific research is conducted near Orsted projects. Orsted works with the scientific community and project managers to deconflict scientific research with project activity. Information regarding ongoing Orsted-associated scientific research is contained on Orsted's mariners' webpage to assist researchers and mariners in avoiding conflicting operations.

5. Government and Public Agency Coordination

5.1. Coordination with the U.S. Coast Guard

Orsted will engage the cognizant U.S. Coast Guard Captain of the Port (COTP) or the U.S. Coast Guard District office to coordinate navigation safety concerns for all relevant maritime operations, and in advance of any unique maritime operation, as detailed below. As needed, Orsted will provide information supporting Coast Guard Marine Safety Information for distribution through Local Notice to Mariners and Marine Safety Information Broadcasts as referenced in NVIC 03-23 (see references.)

5.1.1. Local Notice to Mariners (LNM)

Local Notice to Mariners (LNM) are issued by the U. S. Coast Guard as the primary means for disseminating navigational safety information concerning aids to navigation, hazards to navigation, and other time-bound items of interest to mariners. Orsted coordinates with the appropriate U.S. Coast Guard District office to ensure all relevant Orsted marine activities are listed in the weekly LNM by aggregating all LNM information from its contractors into one concise report per project. This ensures that all project related information is in one place in the LNM, and that completed works are removed from the LNM in timely fashion. LNM are available on the U.S. Coast Guard Navigation Center website ([Home | Navigation Center \(uscg.gov\)](https://www.uscg.gov)) where mariners can subscribe to receive weekly LNM emails. Orsted also monitors the LNM for conflicting marine operations.

5.1.2. Broadcast Notice to Mariners

During specific operations where coordination with the U.S. Coast Guard would benefit public safety, Orsted may request the Coast Guard to issue a Broadcast Notice to Mariners in real time. Broadcast Notice to Mariners and other Safety Marine Information Broadcasts are also available to the public to subscribe textually, as Really Simple Syndication (RSS) feeds.

5.1.3. Safety Zones

Orsted may request that the U. S. Coast Guard establish and enforce a safety zone during project activities which, in Orsted's assessment, may pose a risk to the public. A Coast Guard safety zone is a federal regulation and serves as an official, enforceable, vessel and mariner control measure. Before establishing a safety zone, the Coast Guard normally seeks public comment.

5.1.4. Private Aids to Navigation (PATON)

Orsted works with the U. S. Coast Guard to mark windfarm structures (temporary and permanent) as PATON and maintains an advisory role to bring concerns of stakeholders forward to the Coast Guard for improvement. Each offshore wind farm tower serves as an aid to navigation and increases a mariners' safety, facilitating more precise navigation. The aids to navigation systems and marking schemes designed for each project follow industry best practices and meet latest guidance from the BOEM, the U.S. Coast Guard, the FAA, and the IALA. Details on how Orsted offshore windfarms are marked and lighted are available [here](#).

5.2. Port Safety Committees

Orsted participates in relevant port safety committees to update mariners on windfarm development and operations and seek feedback on outreach efforts. (Note: As used here the term "port safety committee" includes similar bodies with different titles, including "Harbor Safety Committee," "Mariners Advisory Committee," "Maritime Exchange," "Area Committee," etc.) The U.S. Coast Guard hosts a number of stakeholder groups and federal advisory committees, each focused on a subset of the Maritime Transportation System (MTS) such as the Navigation Safety Advisory Committee and the National Offshore Safety Committee. Orsted considers these groups port safety forums and is an active participant in U.S. Coast Guard led meetings. Maritime stakeholders are most likely to attend these group meetings. Where non-Coast Guard affiliated voluntary groups exist, Orsted may also participate. Often these groups serve as trusted community forums, making them excellent methods to engage stakeholders without contributing to stakeholder fatigue.

5.3. Coordination with the National Oceanic and Atmospheric Administration (NOAA)

A mariner is more likely to access a government chart to learn about navigating near a windfarm than any one developer's website; close coordination with NOAA Coast Survey is crucial to safe navigation.

5.3.1. National Oceanic and Atmospheric Administration (NOAA) Charting

Orsted works directly with the NOAA Office of Coast Survey to provide input for chart updates to ensure windfarm structures and cable routes are depicted on navigation charts in sufficient time for mariners to correct their own charting systems.

Orsted also works with NOAA to craft relevant descriptions of Orsted's windfarms and operations in the applicable volume of the [U.S. Coast Pilot](#), a government publication which provides detailed narrative information about our wind farms which may be particularly valuable to mariners planning to navigate in the vicinity of Orsted's projects.

5.3.2. Chart Plotter Files

Orsted has partnered with an internationally recognized fishing vessel safety organization to provide windfarm project GIS products and charts using electronic charting systems files in several formats. This may reduce the time and cost of updating

electronic navigation software for mariners. These files will be available on the mariners' website, and upon request/ad hoc via thumb drives during in person outreach. Providing these chart plotter files and GIS products to marines is a temporary service effective during construction and may be terminated by Orsted once NOAA nautical charts reflect each completed offshore wind farm project.

5.4. Coordination with Department of Defense (DOD)

In addition to general distribution communications such as the U.S. Coast Guard's weekly LNM, Orsted participates in various Port Safety Committees, which frequently have DOD representation. Orsted also develops relationships with those DOD entities without dedicated participation in such committees. Orsted makes full use of the DOD military Aviation and Installation Assurance Siting Clearinghouse ("The Clearinghouse") to ensure relevant project information is communicated to appropriate DOD elements and offices.

Where impacts to DOD activities are identified, Orsted establishes and maintains relationships with the cognizant commands (local military bases, Fleet Forces, etc.) to deconflict activities.

5.5. State and Local Agencies

Orsted engages with state and local agencies that have interests or regulatory authority in maritime areas to ensure compliance with state regulatory programs and develop an understanding of local maritime communities. Orsted complies with various state requirements to notify mariners of construction and maintenance activities within the windfarms and along cable routes. Orsted relies on the detailed knowledge of the waterways, including local requirements, and maritime databases and listservs, which allows Orsted to effectively ascertain potential hazards, communicate and engage with the local maritime community, and enhance navigation safety for maritime stakeholders.

6. Professional Maritime Organizations

Orsted engages both formally and informally with professional maritime organizations, such as pilots' associations, marine exchanges, and ports associations. Where the associations are key stakeholders in their region, such as pilots' associations, input is sought early and often. Other organizations which have a lesser stake may be most effectively engaged via membership in their organization, or indirect information sharing at port safety committees.

7. Commercial Shipping

Through direct engagement and active participation in port safety committees, Orsted connects with the commercial shipping sector in every project phase, from design and development to construction and operations. The commercial shipping sector is also incorporated into the Navigation Safety Risk Assessment process and through participation in the National Navigation Safety and Advisory Committee, a federal advisory committee to the U.S. Coast Guard.

8. Maritime Tourism and Recreational Users

Maritime tourism encompasses many types of ocean users including cruise ship passengers, eco-tourists, whale watchers and bird watchers, recreational divers, general maritime and aeronautical sightseers, and wind farm-oriented tourism. Various types of fisheries communications, such as to those for-hire fishing charter operators, are outlined in the [FCOP](#). As most maritime tourists travel on regionally operated vessels, vehicles, or aircraft, Orsted communications revolve largely around the operators of these craft, who are often part of one of the sectors above. Other tourism user groups, such as long-distance sailing racers, also warrant specific outreach. Recreational users, where not fishing affiliated, are reached via their voluntary associations, such as Power Squadrons, and via the state agency controlling the vehicle license.

9. Communications and Outreach During Project Development / Pre-Consultation

Project development means those activities during leasing, bids, site investigations, and COP development, including Navigation Safety Risk Assessment (NSRA) consultations. A key concept in this phase, and all phases, is stakeholder fatigue, the phenomenon where so much consultation is conducted that it becomes disruptive or causes stakeholders to de-prioritize participation and input. Orsted engages in a number of strategies to minimize stakeholder fatigue including consolidation of project updates into one source location, collaboration of outreach events with other developers, and continuous evaluation and adaptation of outreach program based on stakeholder feedback.

9.1. Leases / Bids

Orsted continuously assesses undeveloped seabed leases to understand changing conditions which may impact maritime stakeholders. The focus is to correctly characterize the area and potential impacts of project/ cable route siting, but not to unduly fatigue stakeholders prior to an awarded bid. Orsted may use the full suite of tools, as described above, capitalizing on the best practices and ocean management plans coordinated by state and federal agencies to make informed decisions.

9.2. Site Investigations

Site investigations is a prolonged phase which involves a deeper characterization of the lease and cable routes' potential envelopes and involves on-water activities. During this phase, Orsted's strategy turns heavily to the Mariners' Briefs and direct stakeholder coordination.

9.3. Navigation and Safety Risk Assessment

A Navigation Safety Risk Assessment (NSRA) is conducted by the U.S. Coast Guard at the request of, or in response to, a permitting agency that is considering a project proposal from an applicant, in this case Orsted. The (NSRA) employs a systematic method to pinpoint significant hazards to waterway safety, gauge the associated risk levels, assess potential mitigation strategies, and lay the groundwork for implementing selected measures aimed at risk reduction. Orsted approaches this process scientifically using key tools including surveys, on the dock outreach, and public meetings to identify risks particular to an awarded project, along with existing and traditional uses of the waterway. A key question asked here is "who else should Orsted

be talking to?” Mariners know their environment best. This sub-phase is the most likely to include substantial mariner outreach. This is typically the first opportunity for mariners to see specifics of layout and cable routes, and where their informed consultation occurs. The NSRA is periodically reviewed and updated based on varying factors such as waterway conditions, new developments, and safety concerns.

9.4. Construction and Operations Plan (COP) Development

The Construction and Operations Plan contains a comprehensive description of all proposed activities, planned onshore and offshore facilities, and impact assessments. Proceeding jointly with the NSRA, key information gathered in the development of the COP through Orsted’s communication and outreach process includes current uses of the waterway, and informed consultation to the construction schedule. Orsted strives to plan coordinating COP measures with potentially affected stakeholders.

9.5. Notional Pre-COP Consultation Timeline

(Many items proceed concurrently)

Timeline	Process	Tools
Project Development/Bid	Broad Consultation, Site Assessment	Research, Documentation, Key Leader Engagement
Site Investigations	Site Assessment for suitability, route envelopes	Dockside/Direct Outreach LNM, Mariners Briefs
NSRA Consultation	Establish Navigation Risks, Existing users	Dockside/Direct Outreach AND Public Meetings, Surveys
COP Submittal	Narrows site and route envelopes	Web, Direct. Government run public meetings
NEPA Process	DEIS/FEIS	Public encouraged to comment. Government run Public Meetings
Pre-Construction Phase / Post COP approval	Explain final COP, changes made per above.	Targeted outreach

10. Communications and Outreach During Construction

During construction, Orsted Marine Affairs seeks to maximize all methods and tools discussed in the COP to ensure wide dissemination of information. Having informed the public of the proposed COP in the development phase, and having received and implemented feedback, a notional construction timeline would include the following. *Note that in-water works are not simultaneous, so some timelines and localities may see variations.*

Timeline	Process	Tools
2-4 months prior to construction	Re-engagement, Explanation, Consultation Concerning Project Schedule, Implement Coordinating Measures	Dockside Outreach, Port Safety Forms, Key Leader Engagement
0-2 Months Prior to construction	Active Engagement	Public Meetings, Dockside Outreach, Direct Outreach.
0-3 weeks prior to construction	Active Engagement	Dockside Outreach, Direct Outreach, AND LNM, Mariners Briefs
Active Construction	Sustained Engagement, Status Reports	Dockside Outreach, Direct Outreach, LNM, Mariners Brief, Stakeholder Surveys, Fisheries Liaison Officer, On Water Resources, Plotter Files, Electronic Resources
Post Construction	Information, Feedback and Improvement	Post construction notice of all cable protection measure locations, areas where the identified burial depth of the cable is less than the target burial depth, and other obstructions to navigation created by the Project. "As-builts" on Website, Plotter Files Surveys, Lessons Learned, Public Meetings

11. Communications and Outreach During Operations and Maintenance (O&M)

During regular O&M, Orsted may utilize the methods and tools discussed in this plan to communicate “steady state” operations to maritime stakeholders. Communications and outreach may be adapted as necessary to emphasize unique conditions and changes to normal operating status.

As required by COP conditions, Orsted projects will submit regular maintenance schedules to BSEE and U.S. Coast Guard for navigational safety purposes, as well as relevant LNM submittals where non-steady state work occurs. [Mariners’ Briefs](#) will continue to contain relevant information, as will the mariners’ website. If new conditions are discovered during O&M, Orsted will use its suite of tools to appropriately communicate to maritime stakeholders.

Orsted anticipates mariners may have questions, concerns, or need assistance adapting to a new offshore windfarm. Mariners are encouraged to contact Orsted’s Marine Affairs team directly, and to attend local port safety committee meetings, where Orsted staff typically attend. Periodically, Orsted may issue a survey to assess the effectiveness of outreach efforts and learn how O&M activities are impacting mariners.

12. Communications and Outreach During Major Maintenance

While unpredicted, major maintenance resembles a microcosm of one or more of the construction packages. A similar process to Construction Phase outreach may be utilized.

13. Communications and Outreach During Decommissioning

Decommissioning plans may be conducted much like the above phases, with a multi-year approach similar to COP development to ensure the windfarm is decommissioned in a manner that addresses mariner concerns, subject to current regulations.

14. Metrics

The Orsted Marine Affairs team continually assess its performance with mariner outreach. Engagement is viewed as a key measure of success. When mariners are pulling information, rather than relying on Orsted pushing out information, the outreach program is considered successful. Orsted tracks engagement by monitoring who opens the Mariners’ Briefings or otherwise requests our products and services. Demonstration of mariner trust is valued as an important metric.

15. Good Faith Consultations

Orsted is committed to consulting with maritime stakeholders in good faith. Where good faith consultation reports are required by permit, the results of these good faith consultations will be summarized in a report and submitted to the appropriate agency. Where reports are not required, Orsted is committed to upholding the tenants of good faith consultations, which include a duty to make appropriate maritime stakeholders aware of decisions taken as a result of consultation.

16. Complaints, Questions, and Complaint Resolution

Orsted maintains two formal methods to accept public feedback: the windfarm project website, and a survey link available on the mariners' webpage. Orsted in-person resources can also collect feedback or complaints.

Additionally, Orsted conducts mariner surveys from time to time, in the spirit of continuous improvement. Where appropriate or practicable, Orsted may make changes and improvements to the communications and outreach methods described in this plan as a result of feedback.

Orsted is committed to open and transparent complaint resolution, including providing answers in a timely fashion to complainants, subject to privacy regulations.

Navigation safety complaints and resolutions are subject to DOI review.

Orsted Marine Affairs contact information is available and posted prominently on the [mariners' website](#).

Appendices

1. Revolution Wind

Revolution Wind is a 704-megawatt offshore windfarm consisting of 65 proposed turbines and two offshore substations capable of powering over 350,000 homes. Located approximately 15 miles south of the Rhode Island coast, 32 miles southeast of the Connecticut coast and 12 miles southwest of Martha's Vineyard, the windfarm will deliver clean, affordable offshore power to Rhode Island and Connecticut.



- Revolution Wind location
- Other Ørsted and Eversource lease areas

This plan partially or completely meets the following conditions applicable to Revolution Wind:

Permit Approval	Condition
<p>ACOE Permit NAE-2020-00707. Special Conditions on the OCS Related to Navigation Safety. 76) Navigation Safety Briefing Meetings</p> <p>Also required in ROD, Appendix A, 3.4</p>	<p>As requested by BSEE, BOEM, and the USCG, the Permittee must attend meetings (i.e., Harbor Safety Committee, Area Committee) to provide briefings on the status of construction and operations, and on any problems or issues encountered with respect to navigation safety.</p>
<p>COP 1.8 Project Website</p>	<p>The Lessee must develop and maintain a Project website to provide a means for the public to communicate about the Project, including fisheries communication and outreach. The website must provide a method for the public to register comments or ask questions, through either a direct link to a comment or email, or by providing the contact information of a Lessee representative who can respond to these communications.</p>
<p>Conditions of Construction and Operations Plan Approval, 1.8.2 (c)</p>	<p>The Lessee must post the following information to the Project website within 5 business days of availability. b) Project-specific information found in the most current Local Notice to Mariners (LNM). c) Communication Plan. (COP Volume I, 4.7-2, Public Services, Recreation and Tourism, Commercial Shipping, Commercial and Recreational Fishing, and Appendix EE.) The Communication Plan must be submitted to BOEM and BSEE via TIMSWeb for a 30-day review prior to being finalized. d) Fisheries Communication Plan.</p>
<p>COP, Vol I, Table 4.7-2, Recreation and Tourism, Public Services</p>	<p>A comprehensive communication plan will be implemented during offshore construction to inform all mariners, including commercial and recreational fishermen, and recreational boaters of construction activities and vessel movements. Communication will be facilitated through a Project website, public notices to mariners and vessel float plans, and a fisheries liaison. Revolution Wind will submit information to the USCG to issue Local Notice to Mariners during offshore installation activities.</p>
<p>COP, Vol I, Table 4.7-2, Commercial and Recreational Fishing, Commercial Shipping.</p>	<p>A comprehensive communication plan will be implemented during offshore construction to inform all mariners, including commercial and recreational fishermen, and recreational boaters of construction activities and vessel movements. Communication will be facilitated through a Fisheries Liaison, Project website, and public notices to mariners and vessel float plans (in coordination with the USCG).</p>

2. Reserved for Future Projects

References

1. Link: [Fisheries Communication and Outreach Plan](#)
2. Link: [Mariners' Briefing, Northeast Program](#)
3. Link: [Mariners' Website](#)
4. [Navigation and Vessel Inspection Circular NO. 03-23, Guidance on Navigational Safety in and Around Offshore Renewable Energy Installations \(OREI\), 16Nov 2023](#)