

## Fisheries Technical Working Group (F-TWG) Meeting Summary

Monday, July 22, 2019 from 10am to 4:30pm  
DPS Building, 15 Church Street, New York, NY, 10007

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### Background

**This meeting summary describes key discussion points and action items from the second meeting of the Fisheries Technical Working Group (F-TWG), which was held on Monday, July 22 in New York City.**

Goals for the meeting included:

- Follow on and advance commercial fishing transit lanes through lease areas discussion;
- Update and identify role for the F-TWG in NYSERDA solicitations and procurements;
- Gather further input on best management practices;
- Update and provide input into regional science entities development;
- Provide feedback on a proposed fisheries' monitoring plan; and
- Review and provide feedback on a "vessels for hire" concept.

There were 16 F-TWG members in attendance in the room and approximately 10 who participated remotely via webex/conference call. Four staff from Ecology & Environment (E&E), the Consensus Building Institute (CBI), and The Cadmus Group, were also present to provide technical, facilitation, and logistics support.

This summary is organized to align with the structure of the meeting agenda (Appendix A). Opinions are generally not attributed to specific F-TWG members. F-TWG members are referred to interchangeably in the summary as stakeholders and F-TWG members. This summary identifies areas of agreement as well as the different perspectives offered during meeting discussions.

### Action Steps

The following key next steps resulted from the meeting:

- **NYS Fisheries Liaison RFP:** Details for this position opening are available [here](#). Proposals are due August 19, 2019.
- **E-TWG Updates:** Information about the Environmental Technical Working Group (E-TWG) is available [here](#).
- **State of the Science Workshop:** Contact Kate McClellan Press ([Kate.McClellanPress@nyserday.ny.gov](mailto:Kate.McClellanPress@nyserday.ny.gov)) if F-TWG members are interested in joining the specialist committee planning the event, anticipated for April 2020, or to share ideas for speakers for the event.
- **NYSERDA Offshore Wind Webinars:** Email Kate McClellan Press to share any topic ideas for public webinars on offshore wind development in the NY Bight.
- **Transit Lanes:** The transit workshop planning team (NYSERDA, NYSDEC, RODA, NMFS) will discuss next steps and how to proceed based on the input from this F-TWG meeting.
- **BMPs:** Multiple F-TWG members volunteered to join a new sub-group to meet to discuss next steps for BMPs focused on New York procurement. F-TWG staff will be in touch on next steps.

- **Mitigation Plans:** The F-TWG members will have meetings to advise developers on how to proceed after contracts are signed. These will be separate from the 2-3 in-person meetings of the group held each year.
- **F-TWG Website:** The [Lease Map](#) page will be updated based on submissions from developers. Additional updates can be sent to: Lyndie Hice-Dunton at Ecology and Environment (E&E) for posting ([lhicedunton@ene.com](mailto:lhicedunton@ene.com)).
- **F-TWG Process:**
  - E&E will send occasional email updates to inform F-TWG members about new content that is on the website for their review and consideration.
  - The group will develop a set of ground rules and think about making an open space at the meetings for presentations/sharing (e.g. no solicitations).
  - F-TWG members should review the membership roster and let E&E know if they would like to make any changes to their designated alternates/proxies.

## Introductions

The meeting opened with introductions from group members. Group Co-chairs Greg Lampman, New York State Energy Research and Development Authority (NYSERDA) Program Manager for Environmental Research, and Morgan Brunbauer, Marine Biologist for the New York State Department of Conservation (NYSDEC) welcomed the group and underscored that the F-TWG is a forum for discussion between the commercial fishing community and offshore wind developers. New York State (NYS) is open to ideas on how to make collaboration as useful and efficient as possible.

## F-TWG Updates

NYS agency staff next shared updates on progress since the previous meeting in November 2018. These actions included:

- Holding a **transit lanes workshop** on March 2019 to discuss needs and options for transiting through potential wind energy areas (WEAs).
- NYSERDA [announced offshore wind procurements](#) for Empire Wind (816 MW) and Sunrise Wind (880 MW) and anticipates sharing the developers' mitigation plans with the F-TWG for input after contracts are finalized:
- NYSERDA advanced a Program Opportunity Notice (PON) for **fisheries and environmental research** and expects to announce the funding awards very soon ([announced](#) after the meeting).
- NYSERDA has issued a **solicitation for a fisheries liaison** to conduct outreach and engagement with commercial and recreational fishermen in the NY Bight, the Mid-Atlantic, and New England and applications are due on August 19, 2019.
- E&E continued to develop a **Mitigation and Monitoring Best Practices Tool (MMP)** to help facilitate stakeholder discussions on appropriate best management practices (BMPs) for offshore wind development in relation to fisheries and marine wildlife and ecosystems.
- NYSERDA will be holding an **offshore wind webinar series** on more technical topics that will be open to the public and recorded. F-TWG members should share webinar topic ideas and the series will begin in the late summer/early fall.

## Environmental Technical Working Group (E-TWG) Updates and Discussion

Kate McClellan Press, NYSERDA, shared updates from the E-TWG to facilitation collaboration and knowledge-sharing across the two groups. F-TWG members will be sent E-TWG meeting agendas, materials, and meeting summaries moving forward. Key updates from the group include:

- The E-TWG has developed an updated communications and outreach plan.
- The group is advancing research and planning for a regional funding/science entity (RFE) to support environmental research around offshore wind development.
- The E-TWG has formed a subcommittee to explore recommendations for BMPs for offshore wind development in relation to marine wildlife and ecosystems.
- The group is beginning plans for a State of the Science Workshop in April 2020, with a topical focus on cumulative impacts.
  - Breakout groups will likely be organizing by species, with a fish group to explore current knowledge on cumulative impacts, tools for assessing impacts, and data gaps and research needs.
  - **If interested, F-TWG members can join the specialist committee planning the event, which will start in the fall by emailing Kate McClellan Press or to share ideas for speakers at the event ([Kate.McClellanPress@nyserday.ny.gov](mailto:Kate.McClellanPress@nyserday.ny.gov)).**
  - This effort should be coordinated with the Responsible Offshore Development Alliance (RODA) and the National Marine Fisheries Service (NMFS) as there may be a few other science workshops being planned in a similar timeframe.

## F-TWG Process Discussion

The group discussed process questions, including how to handle requests from external groups for the F-TWG. The group discussed the types of requests NYSERDA and NYSDEC have received, such as requests to share information or documents or to present to the group.

- Questions included how often to share this information with the group and what is appropriate for the F-TWG to review and provide advice on.
- One stakeholder also noted that time needs to be given to go back to the stakeholders an F-TWG member represents to collect their feedback.
- For some questions/issues, it was noted that other forums are where fishermen and their representatives should offer official comment, such as via BOEM processes.
- Some members shared they do not regularly check the F-TWG website for updates and that occasional emails or phone calls would be helpful for sharing this type of information.
- Several participants also felt that F-TWG meetings should not focus on reiterating discussions covered in other forums for fisheries and offshore wind and should focus on New York-related procurement and development.
- **Determinations on Process:**
  - The F-TWG is a forum for fishermen to share input and responses, but not a consensus-based body that can approve or provide a unified response to external requests for input (e.g. there is no F-TWG “sign-off” on proposals).
  - Some proposals can be shared with F-TWG members to provide feedback on separately/individually as they wish and for the groups they represent.
  - The F-TWG website can be used for updates and a layer could be added to capture project-specific information in a “Developers’ Corner.”

- E&E can send occasional email updates to inform F-TWG members about new content that is on the website for their review and consideration.
- The group should develop a set of ground rules and think about making an open space at the meetings for presentations/sharing (e.g. no solicitations). Ideally those would come from group members who want to share
- The group also determined that in-person meetings have value and can be held 2-3 times a year. Each member should have 1-2 designated proxies if they cannot attend.
  - F-TWG members should review the roster and let E&E know if they would like to make any changes to their designated alternates/proxies.
  - Offering a webinar option in the interim between in-person meetings may be helpful too as many developments in offshore wind are happening faster than every six months.
    - Interim meetings to discuss specific mitigation plans will be held in addition to the spatially agnostic discussions held by the full F-TWG.

### Transit Lanes Workshop

The F-TWG reviewed the key discussions and takeaways from the transit lanes workshop that was held on March 27, 2019 to discuss transit options within WEAs in the New York Bight. The workshop did not result in any consensus-based transit route recommendations, but data from fishermen surveys, AIS transit counts, and VMS transit data did allow E&E to populate a map with routes fishermen use to transit in and around the NY Bight. E&E also plotted maps of the routes recommended by each breakout group at the workshop.

The group reviewed these maps and discussed next steps, including if the routes recommended from the workshop could constitute potential package of routes to propose (with a package defined as a limited number of routes through or near WEAS that collectively address a number of stakeholder interests). BOEM also advised that the light and green-shaded potential WEAs on the maps should be treated the same at this time. The goal of the discussion was to understand how the F-TWG and other stakeholders can effectively advise BOEM and other agencies on transit lanes in the NY Bight and determine some next process-based steps. More can be found at [this link](#).

Key discussion points and themes were:

- **Timing:** The group discussed what the right timing for this effort is. Some felt that it seemed premature to recommend transit lanes without knowing the final WEAS. Additionally, several noted that the Coast Guard's Atlantic Coast Port Access Route Study (ACPARS) study is in process and could provide information when completed.
  - NYS agency staff noted that coming up with an approach would be valuable sooner rather than later as after leasing, it is harder to have these conversations. BOEM can also take the recommendations the group provides on transit lanes into account while developing WEAs and negotiating leases. The information can also help developers know what to anticipate when getting leases for projects.
  - In terms of process, BOEM shared that their next step is to designate the WEAs. Following that there will be an environmental review of the areas and lease areas will be designated either afterwards or concurrently. There will be a proposed and final sale

- notice published in the Federal Register. BOEM could not provide a firm estimate on the timing between WEA designation and lease area designation.
- **BOEM stated that receiving transit lane recommendations as soon possible is important and that a year from now would be too long, but by the end of 2019, if not sooner, would be helpful.**
  - **Decision-making power:** The group discussed who has final decision-making authority on designating transit lanes in WEAs. BOEM provided clarity that the agency can designate transit lanes via the WEAs it establishes and in its lease agreements with developers.
    - BOEM also clarified the difference between a WEA and a lease. A WEA can be broken into multiple lease areas. If there is a set-back or distance between lease areas, that can be used as a transit lane. The proposed green WEAs on the map will not be a contiguous area.
    - BOEM stated that the agency views transit lanes outside of a lease area as the best option. When delineating lease areas, the agency will look for natural breaks. BOEM can also put in lease conditions that dis-allow “surface occupancy” in a corridor because it is important to vessel transit.
    - BOEM noted that the public can also submit comments during the environmental assessment and proposed sales notice stages. The more evidence and weight around consensus and high priority areas for transit lanes it better for BOEM’s decision-making process,
    - **ACPARS clarification:** The group requested follow-on clarification from the Coast Guard about the ACPARS study, its timing and results, and the Coast Guard’s role in potentially designating a larger transit lane for shipping in the NY Bight.
  - **The final work product** from this effort will likely be a report on results from the process and the F-TWG is not trying to develop a unified opinion on transit lanes. NYS agency staff hope that the information in the report can help advise BOEM and be used by stakeholders in their advocacy and public comment on transit lanes in WEAs and lease areas.
    - NYSERDA and NYSCEC noted that their agencies are stakeholders like everyone else in this process.
    - The State is also open to recommendations from the F-TWG on how best to move the transit lane discussion and process forward and how to involve other stakeholders.
    - A stakeholder felt that RODA could also lead this effort, particularly in terms of developing recommendations from fishermen on transit lanes.
      - RODA stated they would like to wait for results from the Coast Guard ACPARS to better understand bottlenecks and changing traffic. RODA’s fishermen survey and the transit lanes workshop were a first step and if Coast Guard doesn’t take action, RODA would like to work with the F-TWG group to narrow options. However, RODA felt it is difficult to sign-off on recommendations without knowing about bottlenecks, restrictions, right-of-way, where lease areas are, width, etc.
    - Stakeholders also discussed, but did not come to final agreement on what the final work product could look like. Ideas raised were:
      - Many favored recommending specific lines or area-specific delineations and iterating on this over time as the WEAs are narrowed to lease areas. They felt the F-TWG should explore if it is possible to present several options to a broader

- group of fisheries stakeholders based on port and gear type and narrow down the number of lanes recommended to BOEM from there.
- One suggestion was to begin by discussing principles around transit lanes and why they are needed (e.g. minimize time spent traveling around, either fewer larger lanes or more small lanes).
  - Another would be to have RODA lead a process with some of its leading stakeholders.
  - A smaller F-TWG working group could also be formed to take this forward and bring back a proposal and/or progress to the full F-TWG for discussion.
- **Number of lanes to recommend:** The F-TWG members also discussed how many lanes would be appropriate to recommend to BOEM and the process for getting input beyond this group.
    - BOEM noted that the package of lanes from the March transit lanes workshop likely was too many routes and that it would be helpful for the group to prioritize or narrow down further if possible. The more granular the recommendations, the more BOEM can use them.
  - **Workshop maps:** One stakeholder shared it as hard to know how to value the simplified map of transit lanes from the March workshop without knowing who the lines represent and if they all should be treated equally.
    - Another shared that there were a limited number of fishermen at the transit lane workshop meeting from New York and there are different fisheries that utilize different routes, so this information may be incomplete.
  - **Focus just on potential WEAs:** One question for the group was if focusing just on the potential WEAs – the light and dark green areas on the NY Bight maps – could simplify the conversation by removing discussion about how people transit to and from the areas. Then the focus can just be on where the best places are to cross the WEA.
    - One stakeholder noted that there was more complexity to consider – not just transit to packing areas but also to different ports and that this varies widely by gear type and fish species.
    - Another felt that the best way to designate transit lanes is outside of a lease area or between two lease areas.
  - **Lane width:** A stakeholder asked about the width of transit lanes and NYS agency staff responded that the group has not focused width at this stage.
  - **Survey data:** The group was reminded the fishermen survey data only covers transit routes fishermen take, not where people fish. One stakeholder noted that it was important to avoid overlap with transit and use areas.
  - **Developer input:** Some stakeholders stated that it would be helpful to understand from the developers’ perspective how many transit lanes they can live with in WEAs and lease areas.

**The discussion concluded with the reminder that BOEM would like recommendations as soon as possible. NYSERDA, NYSDEC, RODA, NMFS, and supporting consultants will discuss next steps. BOEM also offered join and help with these discussions.**

## Supply Chain and Vessels for Hire

**E&E presented on a concept for providing opportunities for captains, crews, and vessels from commercial fishing to be involved in the offshore wind supply chain.** Roles for vessels, crews and experienced mariners could include serving as protected species observers, helping with fisheries assessments and the collection of environmental data, working on construction crews, providing operations and maintenance for offshore wind, and more. Boats could serve as survey vessels, crew transfer vessels, guard ships, and chase boats. E&E also noted challenges including gaining health and safety certifications needed, EPA emissions requirements for vessels, fishing permits and limitations to days at sea, and potential personal ramifications from being on an offshore wind vendor list. The goals would not be to supplant fishing, but to try to offer the same offshore wind supply chain opportunities to fishermen as are offered to other industries. The questions posed to the group were:

- Does it make sense to build a list of captains, crews, and mariners who would like to work on offshore wind?
- Who should develop and keep that list? What kind of list management, privacy, and eligibility considerations are needed?
- From the developer side, what is needed?

Discussion points are summarized here:

- **Developer role:**
  - It would be helpful for developers to identify the kinds of vessels they could use first and then fishermen can decide if they want to participate.
- **Timing:**
  - Stakeholders were mixed in their opinions on the timing of this concept.
  - Many fishermen representatives felt that there are much more pressing issues right now (e.g. concerns about losing fishing ground, the impact offshore wind will have on fishing, and other priorities around procurement processes and transit lanes to focus on).
  - Developers generally felt this was important to make progress on and one shared being approached very often by people all who would like to be involved. They noted that a list of interested fishermen to work with would be helpful and that the UK/Northern Ireland model, Sea Source, could be one to learn from.
  - A few fishermen also felt that conversations on this topic earlier would be helpful because vessel upgrades and special permit or licensing requirements that may be needed take time.
- **Challenges for fishermen:**
  - One stakeholder noted that fishermen's boats are very old, and they would likely not have the resources to invest in upgrades without support from grants or other payments.
  - The Coast Guard requirements for vessels may also be a barrier with requirements like a life raft that will fit the number of people on the boat and certain room on board for passengers. This will require refitting boats and certification is a long-term process.
  - There also are certain licenses required for things like ferrying passengers and commercial fishermen may or may not have these. If engaging in this, some fishermen asked if developers would pay for these certifications as they can take quite a bit of time and money to acquire.
- **Principles:**

- If done, one stakeholder noted that this process needs to be very transparent and inclusive of all fisheries via a regional approach.
- Another principle suggested is that any and all work, research, and surveys related to fisheries and offshore wind should be done exclusively by commercial fishing vessels.
- **Role for the State and next steps:**
  - Most stakeholders felt that there is a role for NYERSDA or NYSDEC to help move this concept along; they should keep advancing the idea, but it is generally lower on the priority list. Ultimately the State or another entity could build and manage a list.
  - It will be helpful also to assess the willingness of fisheries vessels to participate in this.
  - **NYSERDA and NYSDEC will keep this issue moving forward in the background and update the F-TWG as appropriate.**

## Solicitations and Procurement

NYSERDA provided a short update on a **Program Opportunity Notice (PON) for fisheries and environmental research**. Areas for research included ecosystem dynamics, commercial fishing access (e.g. offshore wind development constraints to fishing access), approaches for offshore wind pre-and post-construction monitoring, leveraging non-traditional data for offshore wind decision-making, and modeling the effects of offshore wind development (e.g. Cold Pool stratification). NYSERDA noted that fishing access was identified as an issue during the first F-TWG meeting and was included in the PON for that reason. NYSERDA does not have the final project selections available yet, but will be making and sharing final decisions soon.

One stakeholder also asked about the Massachusetts solicitation update and NYSDEC expects it will be out in the late summer or early fall and that the RFP will be developed based in part on the NYS research activities. BOEM also has a solicitation out for hydrodynamic modeling work for Cold Pool stratification.

NYSERDA has issued a **solicitation for a [fisheries liaison](#)** to conduct outreach and engagement with commercial and recreational fishermen in the NY Bight, the Mid-Atlantic, and New England, and applications are due on August 19, 2019. This individual will facilitate an open line of communication and provide the fishing community with a clear understanding of offshore wind processes. NYSERDA is looking for credibility, trust, and experience in the individual selected.

NYSERDA announced **offshore wind procurements** on Thursday, July 18, 2019 for Empire Wind (816 MW) and Sunrise Wind (880 MW). The state's 9,000 MW goal of offshore wind by 2035 was also codified into law and is anticipated to provide 30% of the state's electricity load. NYSERDA shared that the procurement decisions were based 70% on price, 20% on economic development, and 10% on project viability, including fishing and environmental mitigation plans. Empire Wind, run by Equinor, will have gravity-based foundations and is expected to be operational by 2024 and power 500,000 homes annually. Sunrise Wind, a partnership between Orsted and EverSource Energy, will use Siemens 8 MW turbines and is expected to be operational by 2024 and power 520,000 homes annually. **NYSERDA will hold a fisheries webinar soon with broad invitations to participate to share updates on these procurements.**

Procurement proposals included **mitigation plans**, and these will be appended to and part of the contracts themselves. The mitigation plans will be a benchmark for how the developers can move forward and will be set up to be readily accessible to stakeholders. NYSERDA intends to have



conversations with many stakeholder groups, including the F-TWG, about each of the plans so they can continue to evolve over time. **NYSERDA will share the mitigation plans from these two procurements with the F-TWG after contracts are finalized.** The F-TWG is not a decision-making body, but it can offer input on the plans as they evolve and are implemented. NYSERDA will coordinate times with the developers and the F-TWG to review the plans, either in-person or by webinar.

## Best Management Practices

The group next discussion on Best Management Practices (BMPs) for offshore wind development. Per the Public Service Commission's (PSC) order for 2400 MW of offshore wind, **the PSC will consider inclusion of BMPs in Phase II solicitation requirements and consider input from the TWGs.** The PSC has shared that there is a preference for the F-TWG coming to consensus on some widely applicable BMPs (e.g. applicable regardless of project size, timing, and location) that are flexible to adapt. These practices should also not be already addressed by federal agency BMPs. E&E shared a Mitigation and Monitoring Practices (MMP) tool they have built to aggregate known best management practices and categorize them around topics related to offshore wind. BMPs can relate to procurement and site-specific mitigation plans.

NYSERDA also shared what the E-TWG is doing to develop wildlife MMPs. The group formed two specialist committees last April: one around birds and bats and the other for marine mammals and sea turtles. The groups have set up structured conversations around cost, effectiveness, human safety, regulations, and logistical and engineering feasibility of different MMPs. Each group has also set up guidelines to have an open, honest learning process. The specialist committees are now moving into a more formal in-person meeting process with facilitation and additional expertise to try to reach consensus. The final result will be a public report of BMP discussions and potentially a letter from each specialist committee with recommendations to the PSC.

The group discussed how to proceed on developing recommendations for BMPs for the PSC. Discussion points are summarized below:

- **Role for RODA and ROSA:** Several F-TWG members felt that this would be an important role for RODA and/or ROSA to play.
  - One stakeholder suggested that RODA and/or ROSA (the Responsible Offshore Science Alliance) could hold workshop(s) with fishermen of different gear types across the region and bring back results to the F-TWG to help inform where consensus is.
  - Another noted that ROSA is already having conversations like this with developers and is uniquely situated to do this work.
  - RODA shared that it has recently formed a taskforce with ROSA and the five large lease-holding developers and are talking industry-to-industry about how to improve the BOEM BMPs; they are reviewing where the BMPs are working and not working and how to improve them.
  - Some stakeholders felt that wider representation from ROSA and RODA will likely offer better input than the F-TWG.
  - One stakeholder suggested the RODA/ROSA group could tackle the NYS BMPs after they finish working with BOEM to see what state-specific needs there are.
  - It was noted that that BMP development must involve fishermen from all gear types and be developed as living documents that can be updated.

- **Collaboration with the E-TWG**
  - One stakeholder recommended that the F-TWG and the E-TWG work on BMPs together as they relate to fish and cabling. It was also noted that BMPs for fish are different than fishing.
    - NYSERDA shared that the specialist committees have discussed BMP applicability for birds and fish, and they defer when they don't have the expertise to make a recommendation. NYSERDA will also share E-TWG BMP recommendations with the F-TWG when they get to that stage in the process.
- **BMP content**
  - A stakeholder cautioned that it is better to focus on process-based BMPs than product. For example, layout is a "third rail" because every site is so different. In contrast, a BMP on a process for engagement with fishermen on layout early-on is a good idea (e.g. engaging fishermen in surveys, talking about cable depth).
  - Another F-TWG member noted the importance of looking at the spatial and operational needs of each fishery that is in a WEA.
  - NYSERDA shared that BMPs could include the simple things that can be agreed on such as regional research and monitoring networks to support funding for these needs. Big-picture BMPs and process-oriented BMPs could work well.
  - One stakeholder offered a BMP that fishing vessels should be used for fish or fisheries research and monitoring, and that the payment offered to fishermen should be akin to what they make fishing (e.g. cover a vessel's cost and profit).
    - One stakeholder suggested a caveat of including "to the extent practicable" in the event that vessels are not available.
  - A F-TWG member felt that general principles as opposed to exact BMPs may be preferred (e.g. regional processes for data, communication protocols, using industry vehicles to the extent practicable).
  - Another member offered that some states have consistency review and offer compensation for processors who are being left out.
  - This work could be retrospective in looking back at mitigation plans from the first two procurements to learn from them.
- **Compatibility with other state's BMPs**
  - A stakeholder expressed that they don't want NYSERDA's BMPs to be different than coast-wide ones. Ideally there would be holistic BMPs up- and down- the east coast that are the same in each state.
- **Timing**
  - The PSC authorization is currently for 2400 MW and 1700 MW have been procured so far. NYSERDA will go back to the PSC for authorization for the next round of procurement in late 2019 and move forward from there in 2020.
- **Final work product**
  - The procurement BMPs the F-TWG works on/reviews should be relevant to the NYS procurement process. BMPs can include requirements or incentives that lead to extra points for developers in the procurement bid process.
  - The end result from this work could be a report on outcomes from the F-TWG, a working group, and/or RODA/ROSA on what works and doesn't work. Then everyone can use the report as a reference point in the public process to weigh-in to the PSC on what should be included.

- **Next Steps**
  - **Ten members of the F-TWG volunteered to join a subcommittee to discuss and determine a process for advising the PSC on BMPs that they can bring back to the full F-TWG and need to complete the work by the end of 2019 to influence the 2020 procurement**

## Regional Science Efforts

The final topic explored at the second F-TWG meeting was regional science efforts. A brief presentation on **ROSA, the Responsible Offshore Science Alliance** was offered. ROSA is a fishing industry group and trade association for the fishing industry and ROSA is separate and meant to provide a neutral and unbiased place to start answering scientific questions around fisheries and offshore wind. ROSA is still in early formation stages and anticipates a solicitation to get the group staffed.

Its mission and goals include:

- “To provide for and advance regional research and monitoring of fisheries and offshore wind interactions in federal waters through collaboration and cooperation in order to:
  - Increase salient and credible data on fisheries and wind development; and,
  - Increase the understanding of the effects of wind energy development on fisheries and the ocean ecosystems on which they depend.”

Next the Cadmus and CBI (C&C) facilitator presented on progress towards establishing a **Regional Science Entity (RSE) for Wildlife** that is focused on advancing science for environmentally responsible offshore wind development. The entity aims to identify, support and advance hypothesis-driven science. Its draft mission statement is:

- “Our mission is to successfully advance environmentally responsible offshore wind power. We collaborate to produce the relevant, credible, and mutually beneficial regional monitoring and research of wildlife and marine ecosystems needed to support offshore wind development activities in the US.”

ROSA and the RFE are being established separately because commercial fishing is a storied industry with a long history and distinct stakeholders and regulations, meaning it is more effective to be separate from a research organization more broadly focused on wildlife (e.g. marine mammals, birds, bats – there may be some overlapping topic areas around fish or topics like acoustic monitoring). The groups are exploring having a liaison between both entities to ensure coordination and to avoid redundancy. More can be found at: <https://rodafisheries.org/portfolio/responsible-offshore-science-alliance/>.

## Appendix A: Meeting Agenda

### Fisheries Technical Working Group Participant Agenda

Monday, July 22, 2019 from 10:00am to 4:30 pm

Exact Location: DPS Building, 15 Church Street (*location of last F-TWG*)

New York, NY, 10007

**Meeting Purpose:** The second meeting of the Fisheries Technical Working Group (F-TWG) seeks to accomplish the following objectives related to offshore wind development in the NY Bight:

- Follow on and advance commercial fishing transit lanes through lease areas discussion
- Update and identify role for the F-TWG in NYSERDA solicitations and procurements
- Gather further input on best management practices (MMPs)
- Update and provide input into regional science entities development
- Review and provide feedback on a “vessels for hire” concept

<b>Time</b>	<b>Agenda Item</b>
9:30am-10:00am	Participant arrival and check-in.
10:00am-10:30am	<b>Welcome</b> <ul style="list-style-type: none"> <li>• Introductions and Overview of the day’s agenda</li> <li>• E-TWG Update</li> <li>• F-TWG Process Questions on outside requests and meeting attendees</li> </ul>
10:30am-11:30am	<b>Follow-on from the Transit Lanes Workshop</b> <ul style="list-style-type: none"> <li>• Overview</li> <li>• Joint review of data, possible transit corridors, and narrowing to a set of options for broader stakeholder consideration</li> <li>• How best to reach out and connect with fishermen going forward</li> </ul>
11:30am -12:00pm	<b>Vessels for Hire</b> <ul style="list-style-type: none"> <li>• Introduction of Issue</li> <li>• Discussion</li> </ul>
12:00pm-1:00pm	<b>Lunch Break</b> <ul style="list-style-type: none"> <li>• Lunch will be provided for participants.</li> </ul>
1:00pm-2:00pm	<b>Updates on Solicitations and Procurement</b>

	<ul style="list-style-type: none"> <li>• NYSERDA PON solicitation and funded projects related to fishing: status, next steps, discussion of role of F-TWG (NYSERDA)</li> <li>• NYSERDA Procurement, Fisheries Mitigation Plans, and F-TWG role</li> </ul>
2:00pm-3:00pm	<p><b>Best Management Practices and <a href="#">MMP tool</a></b></p> <ul style="list-style-type: none"> <li>• Overview and Purpose</li> <li>• Demonstration of the Tool</li> <li>• Experience with MMPs and the E-TWG</li> <li>• Discussion of consideration for fisheries and the F-TWG</li> </ul>
3:00pm-3:15pm	<b>Break</b>
3:15pm-4:15pm	<p><b>Update on Regional Science Entities and Other Topics</b></p> <ul style="list-style-type: none"> <li>• Regional Off-Shore Science Alliance</li> <li>• Overview and update on regional science entity for wildlife</li> <li>• Other Updates</li> <li>• Questions and Comments</li> </ul>
4:15pm – 4:30 pm	<b>Wrap Up and Adjourn</b>