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|--|---------------------------------|---|
| | (acres per event) | |
| | Cable Faults (number of events) | 6 |



| Facility | Activity | Maximum * |
|----------------------------------|---|-----------|
| Substation Interconnector Cables | Cable Faults - Seabed disturbance area per event (acres) | 4.9 |
| | Cable Faults - Rock berm area per event (acres) | 1.5 |
| | Cable Faults - Rock berm volume per event (cubic yards) | 8,800 |
| | Remedial Burial for the life of the Project (miles) | 1.9 |
| | Jetting Remedial Burial - Length per event (miles) | 1.2 |
| | Jetting Remedial Burial - Width per event (feet) | 328 |
| | Jetting Remedial Burial - Seabed disturbance area (acres per event) | 49.4 |
| | Cable Faults (number of events) | 2 |
| | Cable Faults - Seabed disturbance area per event (acres) | 4.9 |
| | Cable Faults - Rock berm area per event (acres) | 1.5 |
| Offshore Export Cables | Cable Faults - Rock berm volume per event (cubic yards) | 8,800 |
| | Jetting Remedial Burial - Length per event (miles) | 1.24 |
| | Jetting Remedial Burial - Width per event (feet) | 328 |
| | Jetting Remedial Burial - Seabed disturbance area (acres per event) | 49.4 |
| | Cable Faults - Seabed disturbance area per event (acres) | 4.9 |
| | Cable Faults - Rock berm area per event (acres) | 1.5 |
| Oyster Creek Export Cables | Cable Faults - Rock berm volume per event (cubic yards) | 8,800 |
| | Remedial Burial for the life of the Project (miles) | 3.1 |
| | Cable Faults (number of events) | 13 |
| BL England Export Cables | Remedial Burial for the life of the Project (miles) | 1.2 |
| | Cable Faults (number of events) | 3 |

* Maximum events for the entire Project over the life of the Project. Actual events may be less.

6.1.3.5 Operation and Maintenance Vessels

Multiple types of vessels will be required for the O&M activities described above. Annual vessel trips for O&M are summarized in **Table 6.1.2-11**. The Project will use a variety of vessels to support O&M, including CTVs, Service Operation Vessels (SOVs), jack-up vessels, and crew and supply vessels. A hoist-equipped helicopter may also be used to support O&M. The type and number of vessels and helicopters will vary over the operational lifetime of the Project. For each vessel type, the route plan for the vessel operation area will be developed to meet industry guidelines and best practices in accordance with International Chamber of Shipping guidelines. The Project will require operational Automatic Identification Systems (AIS) on all vessels associated with the construction, operation, and decommissioning of the Project, pursuant to USCG and AIS carriage requirements. AIS will be required to monitor the number of vessels and traffic patterns for analysis and compliance with vessel speed requirements. All vessels will operate in accordance with applicable rules and regulations for maritime operation within U.S. and federal waters. Similarly, all aviation operations, including