

CWG #1 - Questions and Answers

#	Questions	Answers
1	Who may Island residents contact re possible employment during project period.	We would be happy to pass along any inquiry regarding employment or business advertisement on to our contractors. If someone is interested in working on the project, we ask that they send us an email at windlelectric@amherstislandwindproject.com , or contact us through our website.
2	<p>Procedure for questions from the community - a person may give their question to a Committee member or go on the Windlectric web site "Feedback" indicate their question, name and e-mail address.</p> <ul style="list-style-type: none"> • Would the reply go directly to the individual or to the committee member placing the question? Are the questions/and or answers displayed somewhere on the website for viewing. If so where? • Approximately how long will it take before an individual receives an answer to their question? 	<p>The project team will post each appropriate question received through the project website within two or three business days of receipt, and will work to a service level response of 5 business days for either a full or initial response.</p> <p>Some questions may not receive a fulsome answer within the 5 business days due to either the complexity of the required response, and/or the availability of subject matter experts. Posted questions that have not received a final answer from the project team will be tabled at the subsequent CLC or CWG meeting. Please also note that general comments, positive or negative, will not be posted, and we will not post a sender's name.</p> <p>Questions that are personal in nature or have some sort of personal information (ie a request for a job, resume, etc.) will not be posted on the website and we will respond directly to the sender.</p> <p>There will be a direct link to the Q&A Log on the homepage</p>
3	If your company goes bankrupt or doesn't get the final project approval and your dock is in place, or worse, it's half-built, will you restore our waterfront to its previous pristine condition? Will you remove all the materials and ensure that our shore looks as it did before you turned it into an industrial zone?	<p>Windlectric has posted significant securities for this project and is committed to completing the project. Although a very remote possibility, if there is interruption to completion of the project, then Windlectric intends to remove the docks.</p> <p>Note that Windlectric has committed to restoration activities as outlined in the REA Decommissioning Plan. Windlectric is to remove project components and remediate areas according to permit conditions. It is our plan to partially reduce the overall length of the island dock and completely remove the mainland dock after the project has entered the operational phase.</p>
4	How can you start building a dock for your operations when you have not even submitted the Marine Safety Plan and your Logistics Plan to Loyalist Township? Are you getting some kind of a pass on this from the province that we don't know about?	<p>All permits and plans required to carry out the in water work related to the construction of the island and mainland docks have been obtained and reviewed by the Ministry of Environment and Climate Change (the MOECC). A representative of the MOECC has inspected the island dock work in person.</p> <p>As part of the Operations Plan the Township has been provided content regarding Navigable Waters (section 2.4) and Ferry Operations (section 2.16). This information has also been provided to the MOECC. The project will comply with these requirements at all times.</p> <p>A Marine Logistics Plan will be developed in advance of the barge operations connected with the marine logistic phase of the project (i.e. the movement of construction equipment and materials on the project barges).</p>
5	Which turbine of the 27 approved locations will be removed from the plan?	<p>It has not yet been decided which turbine will not be constructed.</p> <p>Under the REA permit, the project is approved to construct at 27 proposed turbine locations, but will ultimately construct up to 26 turbines. The extra turbine was factored in to provide certain flexibility.</p>

6	Were representatives of the Kingston Field Naturalists, Loyalist Township, the County of Lennox and Addington, and the Cataraqui Region Conservation Authority invited to participate on the Committee?	<p>Yes they were.</p> <p>In November, 2015 with assistance from Stantec Consulting, the following notifications were undertaken:</p> <ul style="list-style-type: none"> • The notice was posted in both the Napanee Guide and Kingston Whig Standard between November 17th and 19th, 2015 • The notice was posted on our website on November 20, 2015. • A Canada Post mailing of 560 Notices with recipients including the Kingston Field Naturalists, Loyalist Township, and Cataraqui Conservation Authority • An email notification to those interested stakeholders who would not have provided any other form of contact information. <p>The REA condition states that notification of the CLC shall be established by</p> <ol style="list-style-type: none"> 1) publishing a notice in a newspaper with general circulation in each local municipality in which the project location is situated; and 2) posting a notice on the Company's publicly accessible website, if the Company has a website
7	Is there an opportunity to expand the Committee to include representatives from these organizations and others like the Association to Protect Amherst Island and CAIRE?	<p>With respect to the composition of the group, we are very fortunate to have found a group with synergy and membership that constitutes a fair representation and balanced views. While we are willing to consider adding membership with new opinions, we would do so only if the group could maintain that fair and balanced representation.</p>
8	Exactly which permits are outstanding for the project and will you post the list on the project web site?	<p>A list of potential project permits has been provided through the published REA Project Description Report – please see section 2.4 of that report. In all circumstances, Windlectric is only proceeding with construction activities for areas of the project that have been specifically granted the required permits. To be clear, the current construction activities have applicable permits in place, and it is not a requirement to have all project-wide permits in place prior to the start of construction.</p> <p>Several permits are required, including but not limited to certain Conservation Authority permits (ie: stream crossings), Township fill permit, entrance permits, turbine foundation permits, etc. We are not intending to post a list of outstanding permits to our website.</p>
9	The safety of the community is a very high priority. Has a comprehensive risk analysis been conducted? When will the Emergency Response Plan be available and posted on the web site for public review and comment?	<p>Safety is also taken very seriously by the team and company, not just for workers on the site, but also for the public. As part of our Operations Plan submitted to Loyalist on Dec 23rd for their review and approval, which has been posted on the Township website, the Emergency Response and Communications Plan can be found in section 4.3 under Public Safety Plan. The project will adhere to regulations in place (road and marine regulations) that are also designed to ensure public safety.</p>
10a	The IESO web site says the Commercial Operation Date for the project is January 2016 and the project is "pre Notice to Proceed". What is Windlectric's understanding of the Commercial Operation Date and the status of the Notice to Proceed? Specifically, how many days has the project been extended due to "force majeure"?	<p>Please refer to the IESO website for publicly available information on this project. Windlectric is constructing the Amherst Island Wind Project under a valid FIT contract.</p>
10b	Will Algonquin comply with the commitments made by Alex Tsopelas to the ERT?	<p>Windlectric is committed to complying with REA requirements and permit conditions. Alex spoke on behalf of the company at the ERT, and we support his testimony. We of course intend to stand by our commitments.</p>
11	Exactly where will the docks be located?	<p>This information has been identified at public open houses and the REA technical documents; Island dock is under construction now, mainland – abutting the Invista property on the mainland.</p> <p>Details can be found on the project's website: http://amherstislandwindproject.com/site_main/index.php/approvals/final-renewable-energy-approval-technical-documents/</p>
12	Why would you locate the docks so that barges have to cross the ferry path?	<p>Windlectric did not locate the docks so that the barges would have to cross the ferry path. The location of the docks was based on satisfying multiple project constraints including: i) the availability of land to the project (i.e. landowners' willingness to sign leases or sell property to enable dock construction), ii) access to public roads for transport of components to the docks, iii) bathymetric conditions (depth and suitability of the lakebed for dock construction), and iv) the ability to obtain permits to construct on such land. Navigation of medium and large vessels, including ferries and barges, with crossing paths on the Great Lakes is common practice. The public and vessel traffic are safeguarded by applicable law and marine transport best practices that will be followed at all times during the project.</p>

13	Has Windlectric completed a risk analysis and studies simulating how 12 barges per day can cross the ferry path safely?	See answers to questions 4 and 12.
14	When will the Marine Safety and Logistics Plan be available for review?	See question 4.
15	Is the Picton Terminal being considered for the transport of aggregate?	All viable aggregate sources are being considered.
16	Residents are concerned about the use of the ferry. How much will the company use the ferry for construction?	The public ferry use for construction will be limited to construction related to dock construction (including the access road from Front Road to the island dock). All equipment necessary for construction of the dock and related access road has already been mobilized to the island dock construction area. Most of the material required has also been transported to site. The major material required for the island dock including steel for the piers and the steel dock sections will be transported to the island dock using project barges, and not the public ferry. The remaining planned use of the public ferry for transport of construction materials will be for minor steel components that can be transported by a trailer suitable for loading onto the ferry without delay to the ferry schedule. The public ferry will also be used by workers travelling to-and-from the island dock work site. The public ferry will also be used for the transport of consumables for the project (e.g. fuel delivery). It is also possible that an unforeseen circumstance (e.g. a change in site conditions, unforeseen subsurface conditions, or a change in design) will result in a change in the planned use of the public ferry for dock construction, but in all cases we are committed to avoiding delays to the ferry schedule. Demobilization of equipment for the site will occur from the constructed dock as much as is practical according to prudent and safe construction industry practice in order to minimize the use of the dock for this purpose.
17	The safety and health schoolchildren and the community as a whole is a major concern. Nothing is more important than the safety of children. I am not sure what the company was thinking when it chose to locate a batch plant near the school. If I could ask you to move it I would. What was the reasoning behind locating a cement plant by the school?	Windlectric also views health and safety as a top priority, and we are committed to keeping the public safe throughout the construction and life of the project. The location of the batch plant was previously discussed at the ERT, in relation to human health and the tribunal had no concerns, and the location has been approved. The company elected to place the batch plant in the central laydown area of the project. The REA prescribes the conditions for the batch plant. In addition, the REA modification #3 contains the air and noise report which indicates that the batch plant will comply with the government requirements [please see the project web site for copies of these reports - http://amherstislandwindproject.com/site_main/index.php/approvals/final-renewable-energy-approval-technical-documents/]
18	Is it possible for Windlectric to comply with the MOECC restrictions on the operation of the batch plant (7 am to 7 pm Monday to Friday and 8 trucks per hour)?	Yes
19	What are the results of the core drilling and when will the results be posted?	It is assumed that the context for this question is the recent borehole work that took place in the public roads. The results of the core drilling will not be posted by Windlectric. The results of the core drilling will be used: i) as input to “the evaluation of the existing condition and service capacity of the Municipal Infrastructure that may be affected” by construction of the project as required by the Road Use Agreement with Loyalist Township (clause 19 (b)) as part of the Pre-Construction Study, and ii) as the basis for detailed design of road improvements that may be required to facilitate movement of materials and equipment required for construction of the project.
20	Do the results show that more aggregate and concrete will be needed for the construction of turbines? It seems that the number of trucks has increased to 24,000 and as many as 50,000 and our roads cannot handle this load.	The volume of aggregate and concrete required for the project has not changed significantly throughout the environmental permitting process. The latest Operations Plan submission has updated information regarding the number of expected aggregate truck trips crossing Front Road (10619 trips).
21	Will Windlectric hold the public meeting required in the Roads Use Agreement prior to beginning construction?	In accordance with the Road Use Agreement between Windlectric and Loyalist Township. “Windlectric will host a town hall meeting to obtain feedback from the public and Windlectric will make every reasonable effort to address any reasonable and valid concerns regarding the Operations Plan arising from the town hall meeting based on the agreed objective to minimize the level of disruption, disturbance and inconvenience to the Municipality’s residents, given the scope of the Project.”
22	Will Windlectric post all permits as they are received on the website to improve the public’s understanding of the project and schedule? What permits are outstanding?	Windlectric has no plan to publish all permits beyond those required by the permitting authorities.
23	Has Windlectric received authorization for construction on the lakebed at the location where the transmission line crosses the bubbler line.	Windlectric is finalizing the agreement with MTO to cross the bubbler line. In addition, the company is working on finalizing the provincial authorization to install the submarine cable on the lake bed.
24 a	Has the Notice to Proceed been issued by the IESO?	See 10a.
24 b	Has the 20 year contract timeframe of the FIT contract been reduced as a result of missing the Commercial Operation Date?	See 10a.

25 a	(Annotated) Can you confirm the # of estimated truck trips (one-way trip) that are included in Road Segment J, K and L. If I read this attachment correctly there would be $4,766+395+3813+296+2780+197 = 12,247$ one way trips of turbines, aggregates, misc materials, concrete. In total - outbound and return = 24,494 truck trips. Is this correct?	We believe this question is in relation to the numbers in the table on Algonquin drawing AMHST-207 (Revision 4). The numbers in the table for each road section are cumulative. For instance, the number of one-way trips along road segment J is estimated to be $4766+395=5191$ trips (or 10322 outbound and return trips). The number of trips along segment K is less since some of the trips along segment J are destined for turbines S14 and S07.
25 b	And over what period of time is this anticipated?	This activity will take place over a period of 154 calendar days (132 construction days).
25 c	These roads are fragile. I have extreme concerns regarding my shore well which is my only source of water. This volume will impact access to my home.	Prudent industry practices will be utilized to prevent any damage or disruption of service to homes with a shore well. In the event that damage does occur, the proponent will work diligently to restore the service and coordinate directly with the affected person. Note: a local development manager has been hired to work with the project management team and to also communicate with the public regarding construction questions.
26	What if your barge came loose or your crane toppled in the night? What if a barge created an ice hazard which created a hazardous situation or impeded the ferry?	We are co-ordinating a response with our contractor. We will try to provide an answer in one to two weeks.
27	When will Algonquin/Windlectric provide a comprehensive risk assessment and Marine Safety and Logistics Plan?	The project general contractor must adhere to Provincial Occupational Health and Safety and Transport Canada navigable water regulations to ensure risk is minimized and safety is maintained. A Marine Logistics Plan will be developed in advance of the barge operations connected with the marine logistic phase of the project (i.e. the movement of construction equipment and materials on the project barges).
28	Turbine S12 has been deleted from some but not all drawings in the draft Traffic Management Plan dated December 2016. Does this mean that Turbine S12 has been deleted from the project to achieve 26 turbines or that Stantec made a mistake on the drawings in the draft Plan? If the latter kindly advise when a correction will be issued.	This was an error and related drawings are being updated for resubmission targeted within January.
29	I have submitted a number of questions and have yet to receive any response or even an acknowledgement. What is Windlectric's service level standard for a response? When may I expect answers?	Stakeholders with questions regarding the Amherst Island Wind Project are encouraged to use the project website (windlectric@amherstislandwindproject.com). In order to ensure the quickest possible response, questions should not be forwarded to: the project's Twitter feed, the project's Facebook page, or Algonquin's executive staff. The project team will post each appropriate question received through the project website within two to three business days of receipt, and will work to a service level of response of 5 business days for either a full or initial response. Some questions may not receive a fulsome answer within the 5 business days due to either the complexity of the required response, and/or the availability of subject matter experts. Posted questions that have not received a final answer from the project team will be tabled at the subsequent CLC or CWG meeting. Please also note that general comments, positive or negative, will not be posted.