

CWG # 3 – Questions and Answers (Feb 14 – Mar 30, 2017)

#	Questions	Answers
1	What are the plans to identify the water lines for those homes with shore well and water lines that run under the road (South Shore Road and a stretch of Front Road) that will be subject to months of heavy traffic use?	There are a number of techniques that can be used to help identify water lines. These techniques range from visual inspections of the shoreline and road, using locates, and consulting with the homeowner and municipality. We intend to use a combination (or all) of these techniques to determine the location of waterlines.
2	How will the water lines be protected?	<p>Generally, we believe that there will be little or no impact to waterlines due to traffic. However, in some instances, it may be appropriate to place road plates in the areas where water lines cross the road. While the road plates are being used, appropriate signage will be placed in either direction informing drivers of the use of plates.</p> <p>Where it is believed that water lines are not buried deep enough, the road base can be excavated to a depth of 400mm and reinforced with 100mm of rigid insulation and capped with 300mm of compacted gravel. Exact means and methods to be determined in the field.</p>
3	What are the mitigation plans when a water line breaks?	With the precautions taken to locate and assess the waterlines, it is not anticipated that there will be damage to water lines. However, in the unlikely event a line is damaged, the materials and equipment will be on the island to immediately locate and repair any damage. As an extra precaution, we will have a source of potable water available to those who have a temporary disruption. Residents who experience any disruptions or who have any concerns are asked to contact our site manager Dan Perrin at 613-985-4466.
4	When is Amendment 5 going to be posted since the laydown area originally planned for the South Parcel on the mainland has been moved to the North Parcel of Invista property?	There is no plan to submit an amendment for this item because the north parcel laydown area was part of the REA application.
5	Re: Invista location: Why was a health and safety plan not put into place immediately following the issuance of the CPU?	The process was followed. A Health and Safety Plan was put in place before any work was completed on the site.
6	Re: Invista location: Why does the construction of the industrial dock not require a complete environmental impact assessment?	Both docks that will be used for the project were identified as part of the REA process. The authorization for the dock construction was obtained by the MNRF (Land Use Permit).

7	Re: Invista location: How many truck trips, types of vehicles and load of the trucks/vehicles will be crossing Bath Road to access the dock through the park.	<p>For clarity, the mainland dock for the project is to be built on Invista Property located south of the Highway 33 (Bath Road). This is privately owned land. The public park – which is owned by Loyalist Township – is immediately to the west of the property where the dock is to be located.</p> <p>For the purposes of this question, it is assumed that the question meant to refer to the privately owned property where the dock will be located. In the table provided in the Operations Plan and Pre-Construction study, a high level estimate of this value should include all deliveries excluding the aggregate and concrete being batched on the Island.</p>
8	Re: Invista location: Will hazardous materials and fuel be stored on Invista Park lands?	<p>There will be no hazardous materials stored on this property.</p> <p>For the purposes of this question, it is assumed that the question meant to refer to the privately owned property where the dock will be located.</p>
9	Re: Invista location: How and where will barges be fuelled?	<p>Please see the project web site for further details in the Marine Logistics Plan section 6.2 for refueling procedure. http://amherstislandwindproject.com/site_main/wp-content/uploads/2017/03/Marine-Logistics-Plan-Rev-0-Mar-27-17.pdf</p> <p>For vessels remaining in the Project area, all refueling will take place adjacent to the Project’s mainland dock. Fueling of all tugs shall take place outside of cargo operation hours at the main land loading point in the vicinity of the additional marine emergency oils spill sea can. Fueling will not be permitted for vessels on the island side.</p> <p>Fueling of all Project vessels will follow established Safe Operating Procedures that have been developed for each individual asset. For vessels that leave the Project area as part of their work regime, fueling will take place while berthed at piers or quays with a developed refueling capacity.</p>
10	Re: Invista location: Will the cable vault or any aspect of the proposed construction activities require blasting?	<p>No. It is not anticipated that blasting will be required at this location.</p>

11	<p>Re: Invista location" Where exactly is the underground cable vault on the mainland? Where are the hydro transmission towers and the transmission line and communications lines on the mainland? (documentation is from 2015 prior to any changes to the project location on the mainland)</p>	<p>The Construction Plan Report figures provide the general location of the Transmission Line poles and cable on the mainland. Communication lines would also run along the path of the transmission line. The cable vault (if required) will be located on the Invista property north of Highway 33 (Bath Road).</p>
12	<p>As most of the residents who sit on the "Liaison Committee" know Amherst Island does not have cable access so residents must rely on "line of sight" delivery of TV & internet signals that is interfered with by structures.</p> <p>Some people use costly satellite systems for their tv and internet; others use less costly radio repeater systems (like KOS) and television antennas which are interfered with by structures.</p> <p>Has there been any study of how the potential wind turbine structures and infrastructures will impact the delivery methodologies?</p>	<p>Yes. An analysis on radio and TV as per the Radio Advisory Board of Canada & CanWEA Guidelines was done a few years ago, utilizing the larger number of turbines (37) previously planned (it is now up to 26 turbines). The analyses indicated no potential interference to CBC's STL, AM or FM radio systems, nor to cable operators or satellite facilities.</p> <p>In the unlikely event that signal disruption is experienced, mitigation measures are available to alleviate the impact. These measures will be handled on a case by case basis. This may include replacing the receiving antenna with one that has a better discrimination to the unwanted signals, relocating either the transmitter or receiver, or switching to an alternate means of receiving the information (satellite or other means).</p>
13	<p>We also depend upon cellphone service as we travel all over the Island. This is also a "line of sight" delivery. Many people have given up their landlines for cellphones and depend upon this service in their homes as well as when they travel around the Island. Our Emergency Services personnel need to be sure that any place on the Island they will be in contact by cellphone with the mainland. How is Algonquin Power/Windlectric dealing with these issues? What should we expect to have happen?</p>	<p>We typically assess line of sight impact to existing cellphone towers that are within 1km of a proposed turbine, as per industry guidelines and experience. We do not anticipate loss of cellphone signals due to the proposed wind turbines. Cell coverage across the island is currently not consistent, based on feedback received. However, Windlectric will continue to evaluate the potential cellphone impact and advise the CWG if any mitigation is required.</p>
14	<p>Will people who are on lower cost service be forced to purchase satellite service?</p>	<p>No, we do not anticipate this to be an issue.</p>
15	<p>Can you tell me what jobs may be available for local Islanders during this project.</p>	<p>Various positions ranging from administrative to technical in nature will be required for this project. Windlectric and its contractors are committed to hiring locally as much as possible, and encourage the public to continue to monitor local job boards.</p>

<p>16</p>	<p>To the Amherst Island Wind Energy Project Community Working Group Members</p> <p>I read with great interest in the recently published Minutes of the Feb 13, 2017 meeting that the Community Working Committee (CWG) again discussed the request to open the “closed door” meetings to the public. It is unfortunate that the GWG’s preference is to have a few more of these closed door meetings before reconsidering the present format. Could you please specify when your Committee will consider opening them to the public? It is also interesting to read that by its own admission Windlectric has not been following the protocol and timeframes they committed to for posting and responding to questions submitted by the members of the public. It is curious that as a default option to responding to the public’s questions, Windlectric proposed to respond to all questions at the CWG meetings where the public is not allowed to attend. Maybe it could be clarified to the members of the public how this will be a more timely manner to respond to the public’s questions when the Minutes from the CWG meeting take close to a month to be posted on the website?</p> <p>In closing, I question the accuracy of the response provided to the CWG member who asked about the possibility that Algonquin Power would sell the project in the next 5 years. The answer given contradicts ALGONQUIN’s 2016 Q4 Report announcing change of ownership of 50% of Windlectric. Could you please clarify? Openness and transparency are needed for a two-way communication. Thank you for your consideration.</p>	<p>The feedback from the CWG members is that the current format is conducive to valuable dialogue and does allow a successful exchange of questions and answers. Windlectric continues to evaluate the option and timing of potentially opening up certain CWG sessions to the public for observing, and would like to remind the community that the CLC meetings are open to the public.</p> <p>Responses to questions from the public are being consistently addressed and made public, and we remain open to suggestions on how to improve this process.</p> <p>With respect to the change in ownership: Algonquin has brought in a partner during the construction phase of the project and holds an option to acquire the shares once the project achieves commercial operation. Algonquin has a long history of developing, owning and operating its energy projects.</p>
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17	<p>Was the submerged barge in Picton Bay which may have threatened the drinking water of the community of Bloomfield travelling from the Amherst Island Wind Project? Was the barge managed by Windlectric's contractors? When will Algonquin Power develop a comprehensive Marine Safety and Logistics Plan to protect Amherst Island residents, visitors and workers?</p>	<p>The events that occurred at Picton Terminals are well beyond the Project's location and we encourage the public to observe official reports from the authorities involved for full details. The barge was not travelling from the Amherst Island Wind Project.</p> <p>A Marine Logistics Plan has been published on the project website under "Public Information".</p>
18	<p>Please provide a comprehensive incident report on the weekend's barge sinking and fuel spill in Picton Harbour.</p> <p>Did Algonquin Power/Windlectric contract with the barge company directly or indirectly? What was the barge carrying? What hazardous materials were on board?</p> <p>What preventative actions are planned to ensure that an incident of this nature does not occur again?</p>	<p>Please refer to official reports from authorities for further details with respect to Picton Terminals.</p> <p>Algonquin Power/Windlectric did not directly contract with the barge company or supplier of the barge.</p> <p>With respect to the Amherst Island Wind Project, all Project vessels and their operators are required to be compliant with regulations included in Transport Canada's Collision Regulations as per the Canada Shipping Act, 2001. All project marine traffic will yield to the public ferry and other emergency response vessels.</p> <p>Windlectric requires all marine contractors involved with the Project to comply with the Marine Logistics Plan (see Project website) and to comply with all applicable marine regulations and safety standards. The Project is working with proven, experienced marine contractors.</p>
19	<p>On Sunday March 26, 2017 Algonquin/Windlectric (while the Picton Harbour incident) was ongoing brought another barge in the early evening to Amherst Island (picture attached). The barge appears to be travelling without navigation lights and created considerable noise when it landed at the Amherst Island dock. Why was the barge travelling on Sunday when construction activities are not permitted in Loyalist Township? Did Windlectric request and obtain an exemption to the Township Noise By-law for this activity?</p> <p>When will a comprehensive Marine Safety and Logistics Plan be presented to Loyalist Township and the public so that we may finalize our comments on the Emergency</p>	<p>Windlectric has reminded contractors to avoid activities that may be considered construction activities on Sundays and afterhours.</p> <p>Please refer to the Marine Logistics Plan published on the Project's website for details on emergency preparedness. Windlectric continues to have dialogue with Loyalist Township on a variety of issues, including emergency response.</p>

	<p>Response and Communications Plan?</p> <p>Has Windlectric provided information and training to Loyalist Emergency Services staff about the hazardous materials on the barges and on site at Amherst Island? Our spill booms, foam and other necessary equipment in place to facilitate a response to a marine accident?</p>	
20	<p>Today, March 27, Algonquin/Windlectric had the audacity to transport trucks including tandem vehicles on a barge from Picton to Amherst Island. Were the trucks carried on the barge in compliance with all Transport Canada regulations? What will the trucks be used for as MOECC has only permitted construction related to the dock and adjacent laydown area? Given that the Pre-Construction Study concludes that with the exception of Front Road none of the Island roads can withstand the heavy equipment required for the project, where exactly will the trucks be used? Will Windlectric comply with the Loyalist Township half-load restrictions?</p>	<p>Marine contractors associated with the Project are required to comply with Transport Canada and all applicable regulations. Contractors are also required by law to abide to regulations and are directly responsible for compliance.</p> <p>Windlectric continues to comply with construction permits in place and will comply with half-load restrictions.</p>