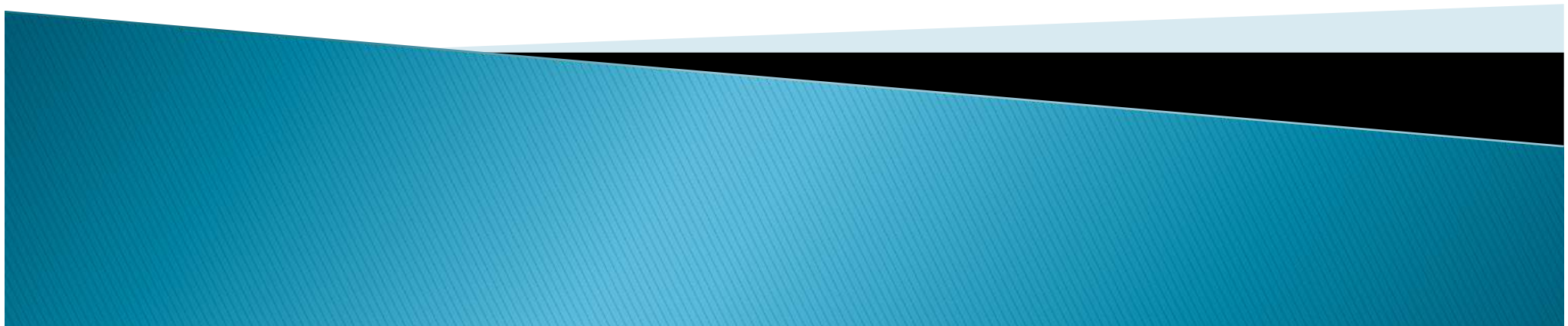




association to protect
AMHERST ISLAND

Windlectric and Lack of Marine Safety Proposed Amherst Island Wind Project



This presentation is based on the Association to Protect Amherst Island's best understanding of the extremely limited information provided by Windlectric Inc. about the proposed barges, installation of submarine and communications cable, and marine safety and logistics for the proposed Amherst Island Wind Project.

Minister Murray, we implore you to stop this ill-conceived and unneeded project before a calamity occurs.



High Risk to Public Safety!

- ▶ On the Northeast Shores of Lake Ontario in a small piece of the Bay of Quinte called The North Channel.
- ▶ **High potential for a Marine accident**
- ▶ No Marine Safety and Logistics Plan required by MOECC has been submitted
- ▶ No Emergency Plan acceptable to Loyalist Township and the County of Lennox and Addington has been finalized



Context: High Risk to Public Safety!

The Frontenac 11, a 55 year old passenger and vehicle Ferry operated for the Ontario Ministry of Transport by Loyalist Township makes 7300 trips across the channel per year. The Ontario Government has announced that the ferry will be replaced in the next few years.



Windlectric's Construction & Operations Plans

- ▶ “It is currently estimated that there will be two barges transporting personnel and materials for the Project throughout the construction period, and that each barge will make 5-6 trips each day. This number, however, could vary depending on weather conditions and other unplanned events.”
- ▶ Windlectric civil barge (51 m x 12 m or 167 ft X 39 ft)
- ▶ Windlectric large component barge (99 m x 12 m or 324 ft X 39 ft)
- ▶ Frontenac 11 (55.08 m X 13.75 m or 180.7 ft X 45.1 ft)

Big Ships! Many trips!



Tugs and Barges may conflict with the Amherst Island Ferry about 2800 times!



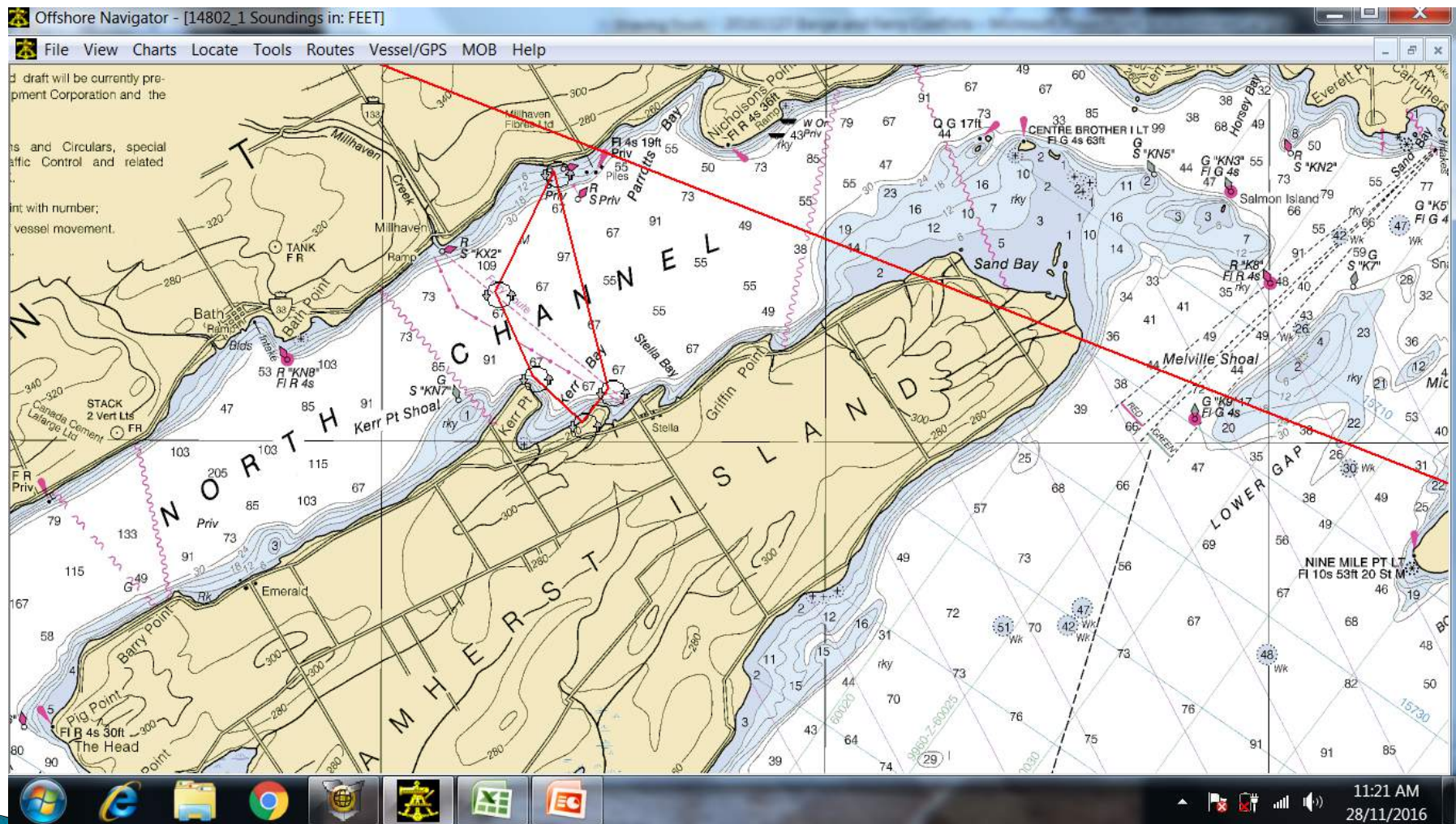
Windlectric's barges will carry heavy equipment, turbine parts, hazardous materials, fuel, fuel trucks, hazardous waste, all site personnel and a huge amount of cementitious materials and aggregates



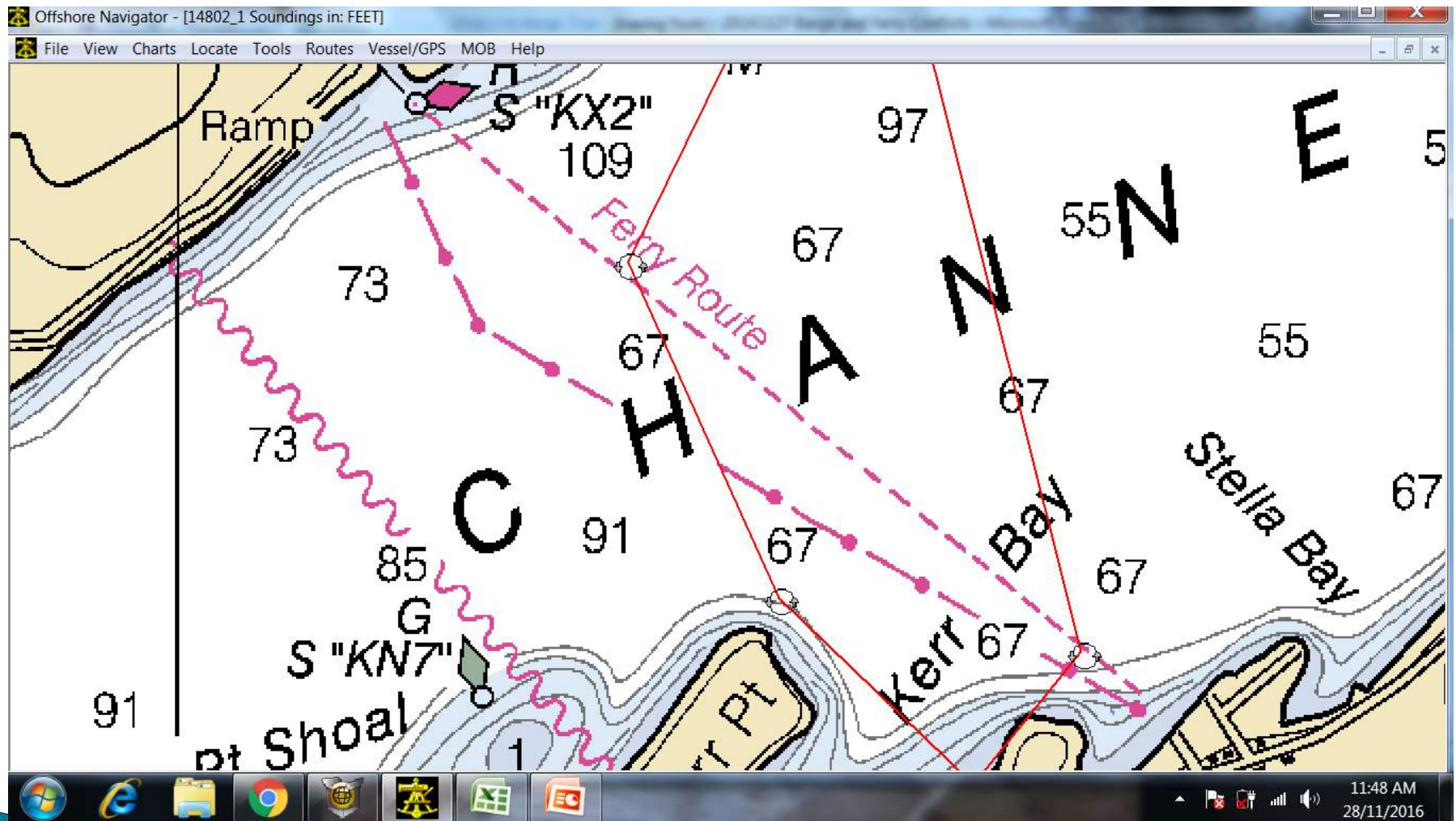
MOECC allowed island Dock Construction without submission of the required Marine Safety and Logistics Plan. No one knows why this was permitted. Fuel is stored on a barge at the Island Dock under construction even though Emergency Plan says no fueling within 30 m of a watercourse.



Where: Ferry Path and the Barge Routes Conflict

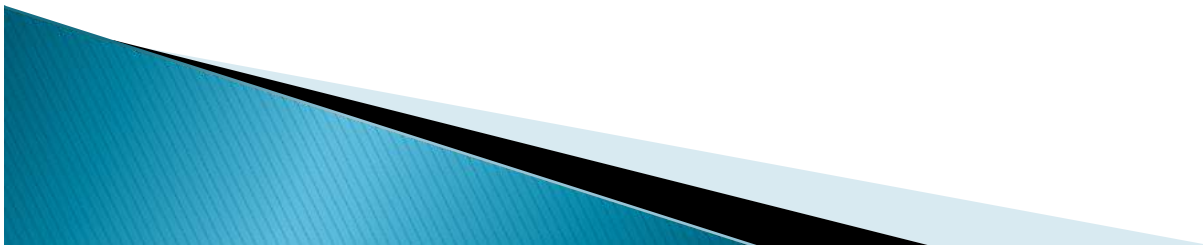


A closer look: Frontenac 11 and Windlectric barges will share a Collision Zone for 8 Minutes twice per hour! No simulations available to show how this might be safe!



When – all year

- ▶ Windelectric plans to cross paths with the Amherst Island ferry up to 12 Times per day with **two barges**
- ▶ That's up to 4380 Crossings per year all year in all weather conditions.
- ▶ Crossings will be concentrated through the winter months as Windlectric has committed to not undertake construction during the Blanding's Turtle nesting season and cannot construct during the grassland birds breeding season



When - all year



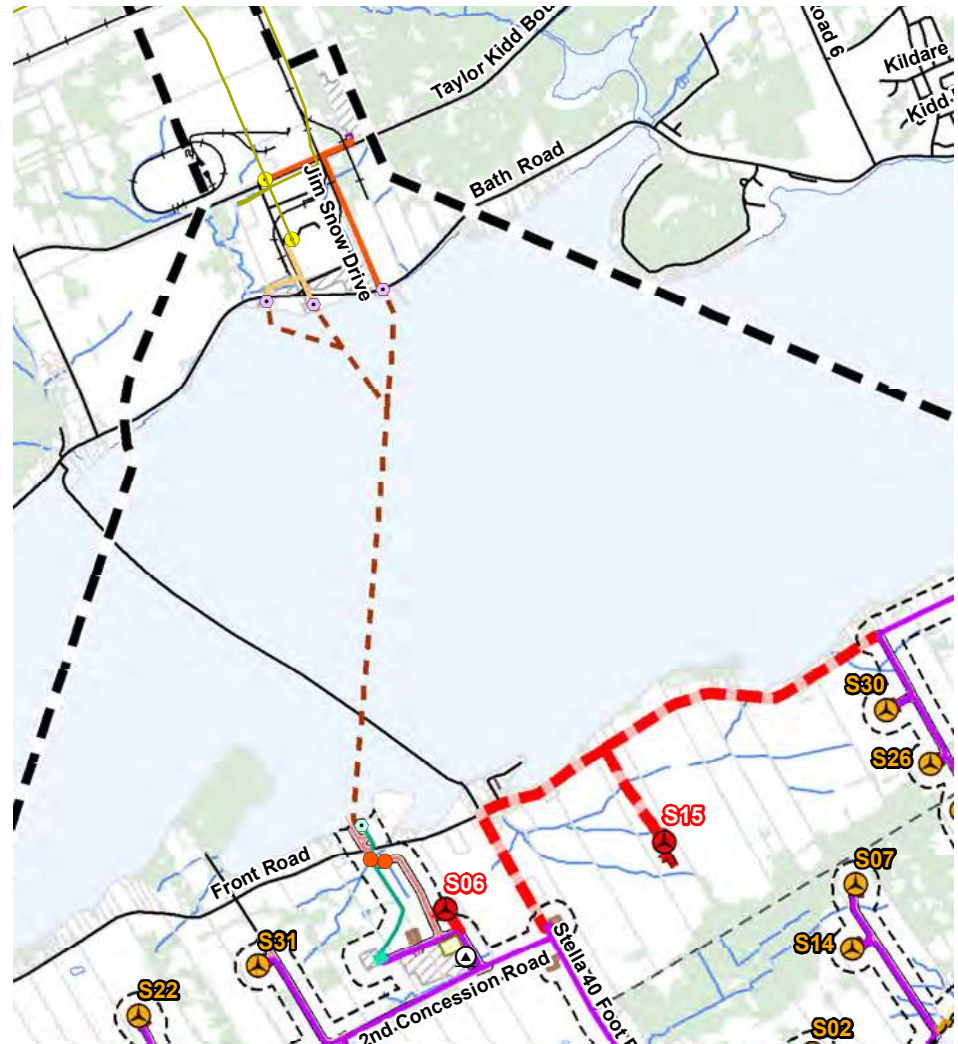
The implications of duelling ice paths have not been addressed. Manoeuvrability of vessels when the channel is frozen is not mentioned. The Amherst Island Ferry must maintain an ice free path between the mainland and the Island. Will the Windlectric barges cease operation when the **ice** forms? Will the Windlectric barge break its own ice free path which will cross the Amherst Island ice free path? This could result in large blocks of ice floating into the path of the other ship. What safety concerns will this raise?

MOECC allowed dock construction to proceed without a Marine Safety and Logistics Plan and without an Emergency Response and Communications Plan acceptable to Loyalist Township and the County of Lennox and Addington



What Else #1?

A special purpose barge will lay a 115 KV submarine cable and communications cables across the ferry path. The cables are not mentioned in Windlectric's Operations Plan or Emergency Response Plan.



Wolfe Island Experience

Nexans, a Norwegian cable company was contracted to design, manufacture and deliver the cable. A large team of Norwegian engineers and divers arrived aboard a cable laying barge, the 'Henry P. Lading' with 8 km cable on a huge spool weighing 736,000 kg or 1,622,602 pounds.



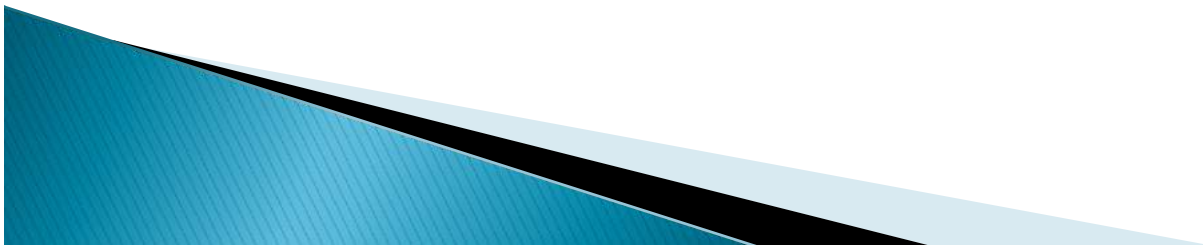
Wolfe Island Experience

- ▶ A diesel fuel spill occurred at Dawson Point on Wolfe Island when fuel was being transferred between tanks on a vessel operated by McKeil / Nadro Marine Services a contractor working for Canadian Hydro Developers (CREC) wind project. The first time island residents heard about the spill, the number of litres was 700, the next time it was 7000 litres. The exact numbers of litres has been confirmed by CREC at 1313 litres of diesel fuel which floats on top of the water. 100 feet of boom was installed around the vessel (Sea Hound) in order to contain the spill while the Coast Guard (because the incident involved a ship), Public Health Ontario, the Ministry of the Environment and the Dept. of Fisheries and Oceans were immediately called. Ontario Water Keeper was also quickly on the scene.
- ▶ The Canadian Coast Guard arrived and installed a further 800 feet of boom and, in short order the Eastern Canada Response Corporation (ECRC) <http://www.simec.ca/>, a private company providing marine oil spill response services arrived on-site, taking over management of the containment and clean-up activities on CREC's behalf. Residents in the Dawson Point area were advised by Public Health of the spill and were advised not to drink water from their shore wells until advised it was safe to do so. CREC arranged for the distribution of potable water to the Dawson Point residents. An investigation was undertaken into the cause of the spill as well as to determine what changes must be implemented to prevent any future incidents.



What Else #2: MTO Dock Reconstruction

- ▶ The Ontario Government plans to reconstruct both the Millhaven mainland dock and the Island dock in the next two years. Contract recently award to Rankin Construction.
- ▶ No mention is made of coordination with this work which will be undertaken at the same time as the proposed Amherst Island Wind Project in the draft Windlectric Operations Plan or Emergency Response Plan.



What Else #3: Recreational Boating

- ▶ Kerr Bay in proximity to the Windlectric Amherst Island dock is a safe and delightful haven for recreational boaters. The North Channel is well-used by pleasure craft in summer months.



In summary: The high risk to public and environmental safety is unacceptable



Association to Protect Amherst Island

Please Premier Wynne and Minister Murray:
Address the high risk to public and environmental
safety. Cancel the ill-conceived and unneeded
Amherst Island Wind Project.

Thank you

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