

Town of Port Hawkesbury Comments on Regional Assessment of Offshore Wind Development in Nova Scotia Draft Report

Abstract

The Town of Port Hawkesbury wants to thank the Regional Assessment of Offshore Wind Development in Nova Scotia Committee for their work to date, and further, would emphasize that much more work is needed to create a pathway for success for Offshore Wind in Nova Scotia, particularly in the Strait Region and the Strait of Canso. This submission includes: request to add pertinent details about the Strait of Canso port assets in the final RA report; also, request to add the “Offshore Wind Centre of Excellence” project progressed by the Town of Port Hawkesbury and the County of the Municipality of Richmond (with support from both the Federal and Provincial governments and other partners) to complement the RA’s recommendation to “Develop a Scotian Shelf Collaborative Research Initiative (SSCRI)”.

This submission also outlines the need to think more strategically to position Nova Scotia as a global competitor by enhancing Nova Scotia’s OSW ambitions with a greater focus on floating OSW, and to further enhance this stated focus into port development planning, supply chain planning, and strategic international partnerships. Additionally, creating a more enabling environment for cross-sector coexistence and cross-sector partnership could improve the future development of OSW in Nova Scotia.

This submission also requests the RA committee consider the critical opportunity for sector coupling with Green Hydrogen and Nova Scotia’s emerging OSW sector, which will require a reconsideration with its current assessment of the Strait of Canso. We contend that in its current form, this RA draft greatly limits this sector coupling opportunity as well as the Strait region’s ability to fully participate in the emerging OSW sector of Nova Scotia.

Finally, we support an OSW sector with processes that ensure future OSW projects are approved only when they meet the highest standards of environmental and economic sustainability. We ask that the RA committee give full consideration to the feedback provided by the Town of Port Hawkesbury (and other contributors) as it is extremely important that we can strike the best balance to enable and grow the OSW sector in Nova Scotia, with minimal negative outcomes and maximum positive impacts to Nova Scotia’s economy, to our communities, and to help us to meet our net zero goals.

Background: Port Hawkesbury

The Town of Port Hawkesbury serves as the major service center for the Strait region and is proud to work closely with neighboring Municipalities on strategic regional growth. The Town has a keen interest in the emerging OSW sector, like other municipalities in the Strait Region. The Town of Port Hawkesbury and the Municipality of the County of Richmond were both early founding

participants in the Strait of Canso Offshore Wind Task force, and leaders in both municipalities continue to collaborate with other members of that group (See: Strait of Canso Offshore Wind Task Force 2024).

Additionally, the Town has partnered with the Municipality of the County of Richmond on joint initiatives related to the emerging OSW sector, which includes the hiring of a Manager of Energy Sector Development. This Manager of Energy Sector Development is responsible for the oversight of the strategic development of a *Local Port and Infrastructure Strategy* and for a strategic plan to establish an *Offshore Wind Centre of Excellence*. The role will engage with both existing and emerging industry partners and stakeholders to optimize local benefits in relation to the green energy sector.

The Strait region has substantial economic development potential, part of which can be realized by enhancing the inter-industry linkages of existing companies that are based in the area. The development opportunities are in strategic sectors with growth potential, including manufacturing, technology, transportation/distribution, energy, and oceans-based industries.

Leading Edge Manufacturing and Processing: Pulp and paper manufacturing, seafood processing and steel fabricating also have a long history in the Strait Area and continue to be major sources of high-quality jobs and income for the region, with incremental growth potential.

Energy Sector: The Strait Area has a long history in the energy sector going back many decades. It has been a center for petroleum products refining, storage and shipping since the 1970s and continues this role in the conventional energy sector, as well as new roles as a center for bioenergy, offshore oil and gas servicing, and emerging Green Hydrogen production. The Strait of Canso is also a potential hub for OSW development opportunities as the sector continues to emerge.

Oceans and Marine Sector: This sector has historically dominated the economy of the Strait Area and continues to be a key economic driver in the 21st century, with substantial growth potential. Port Hawkesbury is home to the Nova Scotia Community College Nautical Institute, which trains seafarers working globally. Our marine and port capacity, due to our deep ice-free harbor, can accommodate the emerging marine renewables and OSW sector. Maximum permissible draught 26m, no vessel size restrictions.

Transportation And Supply Chain Hub: The Strait Area has been an international trans-shipment hub for petroleum products and other bulk commodities for decades. The presence of the Strait of Canso, along with adjacent rail and highway connectivity provide the base infrastructure for further development in this role. The Allan J. MacEachen Regional Airport in Port Hastings also compliments this critical transportation hub that supports emergency, tourism, business and industrial needs.

The Strait Area is unique in several respects, not the least of which is its mix of business and service providers. In combination, these enterprises continue to shape a dynamic economy. Some of the key attributes of the area that make for a strategic location for investment include multimodal transportation, a dedicated and committed workforce, the deepest ice-free port in North America, safety conscious industry partners, training facilities/opportunities (NSCC, St. F.X., CBU, Universite de Sainte Anne and an overall higher quality of life).

As the key service center on the Cape Breton side of the Strait Region, the Town of Port Hawkesbury feels it is important to provide feedback on the RA for OSW. Port Hawkesbury has anticipatory planning to accommodate new growth and industrial expansion and has done so in the past during the several industrial booms in the 1960s with the establishment of the Pulp and Paper industry, Gulf Oil refinery, Heavy Water plant, Aggregate Quarry Mining, and more. Today the Town has an infrastructure capacity by way of sewer, water, and municipally and privately owned property for development to accommodate significant population growth. We've done so in the past, and we are ready for future growth.

General Comments

1. Global Competitiveness for Nova Scotia in Offshore Wind Sector

The great Canadian Wayne Gretzky once stated, "I skate where the puck is going to be, not where it has been." This should set the tone of ambition for how Nova Scotia can grow the Offshore Wind Sector – and we know where the puck is going, and that is floating wind technology.

Nova Scotia's wind resources rival the best in the world, and we have an opportunity to also be world-leading in the Offshore Wind sector, by ensuring we are "skating to where the puck is going to be."

One key question we have: Was Nova Scotia's ability to gain a global competitive advantage in the Offshore Wind Sector a criterion for selecting PDA's? If so, floating wind technology and sector development should have had a greater emphasis. Today, floating technology is not cost-competitive with fixed-bottom, yet it is expected that it will be so by the time offshore wind farms will be constructed in Nova Scotia by the mid-2030s. Fixed-bottom technology has been deployed in other jurisdictions for more than 30 years, and it would be challenging for the Nova Scotia supply chain and innovation eco-system to catch up with strides made globally over the past three decades. However, floating technology is still emerging and not deployed at a large commercial scale anywhere in the world yet.

From a market and geopolitical perspective, the G7 countries are increasingly scaling up national efforts to enhance their floating offshore wind capacities – with the United Kingdom, France, the United States and Japan among the most active countries in this sector. Key challenges associated with this technology are its limited operational scale and its high requirements for capital and operational expenditures (CAPEX/OPEX) compared to fixed-bottom offshore wind. Nevertheless, the projected economies of scale are expected

to make floating offshore wind competitive and commercially viable by 2035. (Floating Offshore Wind Outlook, 2024).

The floating wind sector is an opportunity to gain a global competitive advantage for Nova Scotia given some of its deep-water areas relatively close to shore as well as the potential to further develop its deep-water port facilities. Other jurisdictions like Scotland and Maine have recognized “where the puck is going” so-to-speak with floating wind in the overall OSW Sector. They have made either all or part of their most recent seabed licensing rounds for floating technology only.

Nova Scotia must consider a similar approach to fully optimize local, regional and national benefits in relation to the emerging OSW Sector. It is unclear in the RA regarding Nova Scotia ambitions for global competitiveness. Would we not want to ensure that our wind resource – which rivals the best in the world – also be matched with an OSW sector that can do the same?

2. Strategic Port Development that Creates Pathways for Success for the OSW Sector

More context is needed around port development in both Section 8.2 and the DMDE report. The DMDE report goes into good detail in setting up different scenarios around GW ambitions and potential based on the PFDA's suggested in the first RA Interim Report. However, it is not clear from either report how the different port facilities can complement each other. Referring to the previous comment on global competitiveness, it is also unclear which of the ports analyzed are best suited to the deployment of floating OSW technology.

Again, if Nova Scotia has an ambition of becoming a global leader in OSW, investments into port facilities should be based on future seabed licensing rounds that come after the initial 5GW, the ability to participate/support floating projects in Maine, as well as Nova Scotia's ability to carve out a competitive advantage in a global industry.

Investments made in Nova Scotia ports today should be made with the future development of the industry in mind to ensure local benefits optimization and long-term success of this emerging Sector in both Nova Scotia and Canada.

More attention should also be given to local port development in Nova Scotia based on the implications of the existing and future global outlook. Currently, components for offshore wind farms in the Eastern US are manufactured in Europe. However, given the ambitious GW deployment targets in the US and Europe it is unlikely that these manufacturing facilities will be able to meet the demand. Therefore, considerations on local port development should take into account the strategic potential for establishing manufacturing facilities in Nova Scotia in conjunction with other OSW port development considerations. The DMDE report mentions manufacturing potential briefly, but much more detail is needed.

3. Strait of Canso Port Development

Although there are common findings in the RA – informed by support documents – there is missing data we request be corrected in the final RA Report regarding the Strait of Canso Port.

In comparing specifically, the **DMDE Report on Port Development for Offshore Wind in Nova Scotia** and the **Strait of Canso Superport Corporation Port Masterplan** – both documents

explore port capacities and their potential roles in supporting industrial growth, particularly in renewable energy sectors.

Both documents emphasize the need for port readiness, and for the need for significant infrastructure upgrades to support large-scale industrial activities. The DMDE report highlights specific port enhancements required for offshore wind components, while the Strait of Canso plan underscores long-term modernization to accommodate growing maritime traffic.

The Strait of Canso is identified in both plans as a critical hub due to its deep-water port and proximity to major trade routes. DMDE includes the Strait of Canso in its scenarios for offshore wind, emphasizing the need for purpose-built facilities. As will be outlined below, some data is missing from the DMDE plan in terms of port assets. Both plans highlight the economic opportunities and potential that will result from upgrades to port facilities. Some of the potential outcomes include job creation, regional development, and increased capacity for handling high-value cargo like wind turbine components or energy-related goods.

Some varying points in comparing these two documents are regarding focus areas, scope of upgrades and stakeholder engagement. The DMDE focuses specifically on the offshore wind sector, detailing requirements like marshalling yards, monopile storage, and jack-up vessel support. The Strait of Canso Masterplan likely provides a broader focus on multi-sector growth, including bulk commodities, container shipping, and general logistics.

The DMDE identifies a phased approach tied to offshore wind development scenarios, requiring \$266 million for dedicated facilities in the Strait of Canso. The Masterplan presents a more comprehensive but less narrowly focused upgrade strategy, addressing general port resilience and competitiveness.

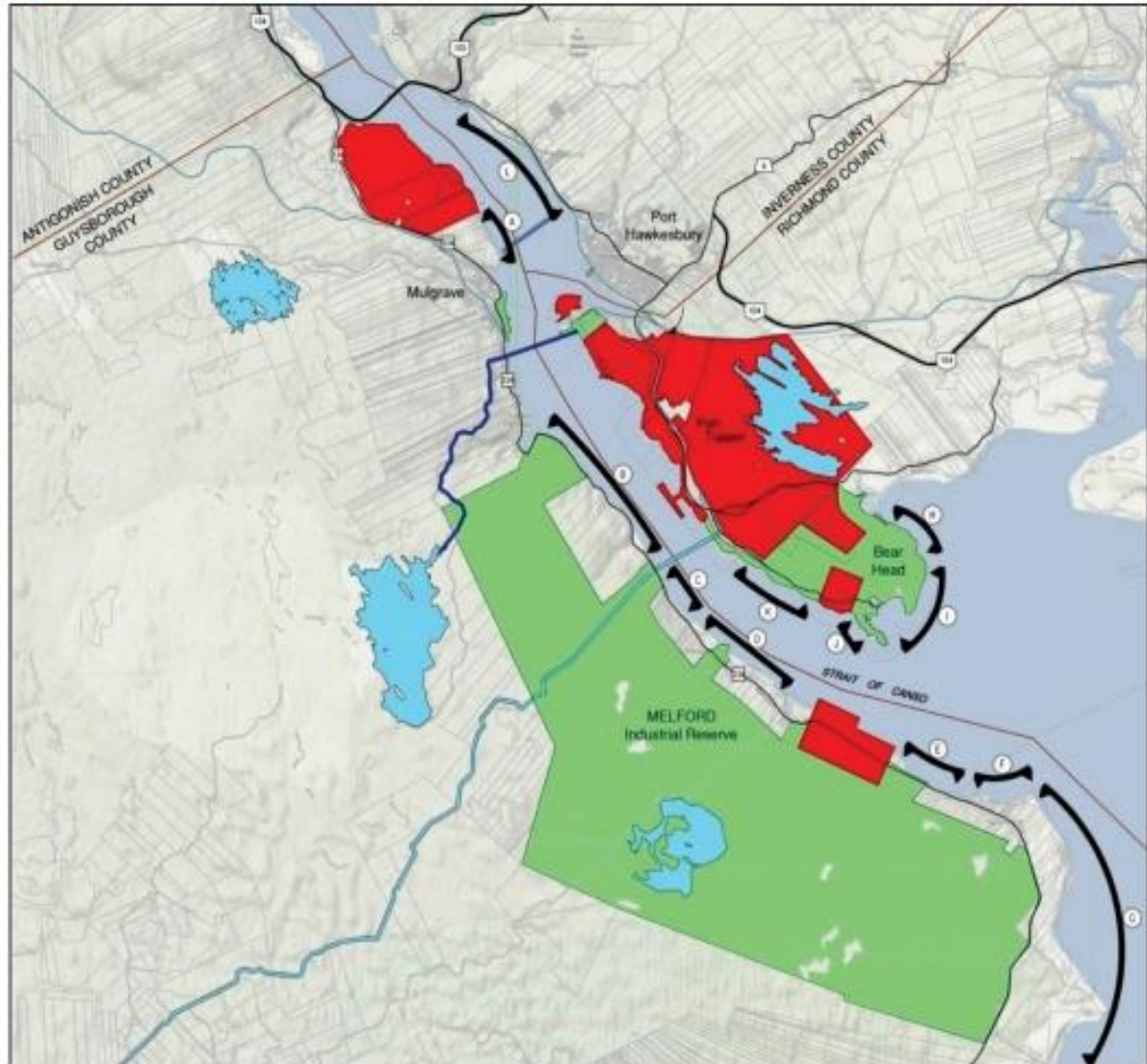
The DMDE's approach to consultation is aligned with offshore wind developers' specific needs, suggesting tailored facilities. The Strait of Canso plan aims to incorporate a wider consultation scope with broader economic considerations beyond OSW.

Port Assets Data Considerations - Port Assets DMDE vs. Strait of Canso Superport Master Development Plan: The DMDE report mentions some port assets sites, but it is incomplete. The following are some port asset development sites that should be considered and added to the RA (absent from the DMDE report). (see attached figure 6.1: Potential Development Sites)

- a) Site D Flat Terrain – Moderate to Deep Water Depth
- b) Site E Hillside Terrain – Deep to Very Deep Water
- c) Site J Flat Terrain – Shallow to Moderate Water Depth
- d) Site K Hillside Terrain – Deep to Very Deep Water

A total of 12 sites were assessed in the initial screening process. The initial 12 screening sites are depicted in the site development map in Figure 6-1. The sites are superimposed on the Opportunities and Constraints map, where red areas are constraints and green areas are possible opportunities.

Figure 6-1 Potential Development Sites



Of the 12 sites investigated, eight warrant further investigation. The results of the initial screening assessment and general site observations are included in Table 6-2.

Port Assets Data Considerations (continued) - Port Assets DMDE vs. Strait of Canso Sustainable Infrastructure Strategy Section 7. Port & Infrastructure Summary of the Strait of Canso (Strait of Canso Sustainable Infrastructure Strategy, Draft 2024)

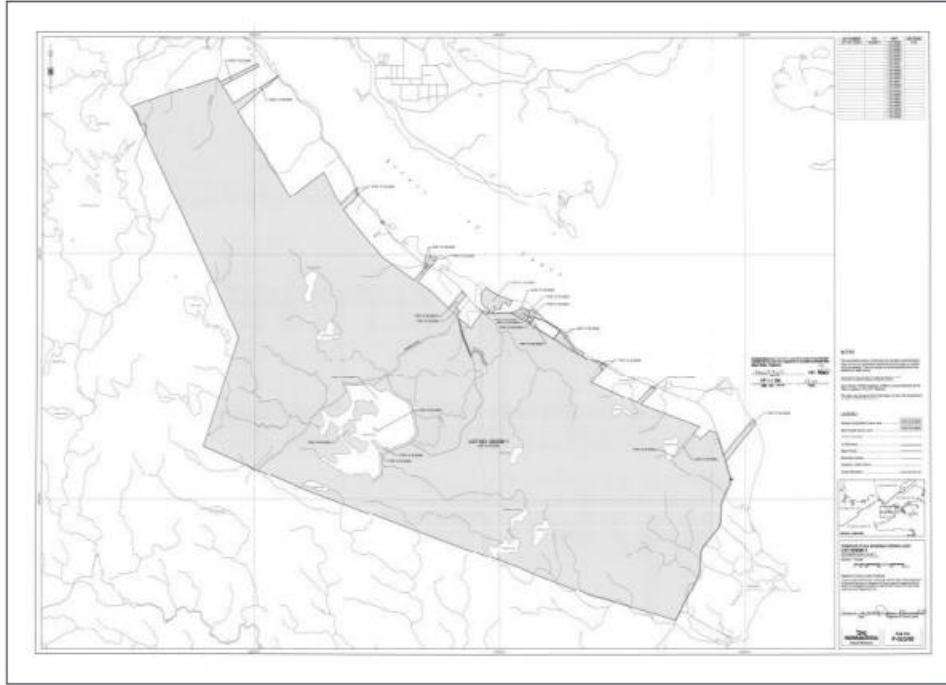
- a.) Section 7.8, Page 58 Cabot Gypsum Facilities
- b.) Section 7.11, Page 57 Cass Cove, owned by Invest NS

c.) Section 7.2 Page 45 Martin Marietta. Site could readily supply aggregates which are needed to provide cable protection in many offshore windfarms. Site could also supply aggregates for concrete construction



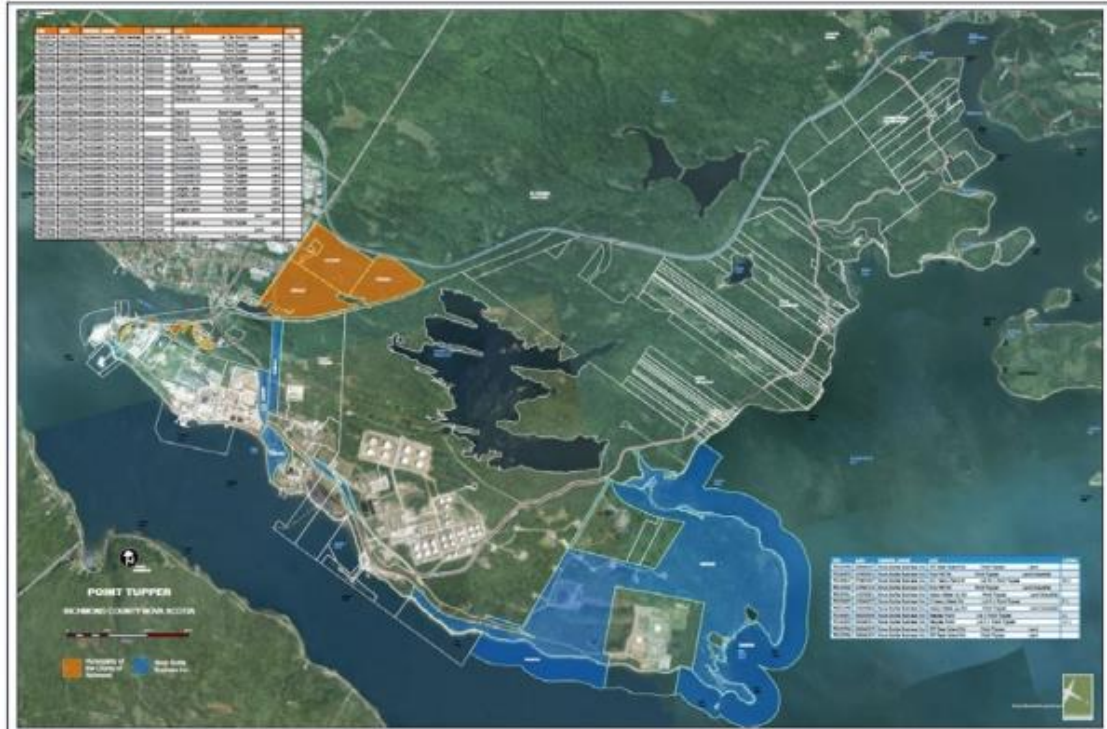
FIGURE 1: STRAIT OF CANSO

As you can see in Figure 1: Strait of Canso, in Figures 15.2: which includes the Invest NS and Richmond County Ownership Map as well as the Melford Industrial Reserve Map (both figures from the Strait of Canso Sustainable Infrastructure Strategy (Draft) by Waterford Energy Services Inc.) These figures illustrate the diversity of the Strait of Canso Port Assets, and are added to this feedback submission, to illustrate the seven (7) sites which were not captured in the DMDE report.



Melford Industrial Reserve

15.2 Map



Invest Nova Scotia and Richmond County Ownership - Point Tupper Map

Synergies: The findings in the DMDE report align well with the objectives in the Strait of Canso Masterplan, especially in promoting infrastructure upgrades for high-impact sectors. The OSW focus in the DMDE report could serve as a catalyst for fast-tracking investments that also benefit broader port activities envisioned in the Masterplan, however, a more fulsome list of assets in the Strait of Canso should be incorporated into the RA.

4. Sector Co-existence, Collaborative Spatial Planning, and Potential Partnership:

We believe the co-existence of our traditional sectors with the emerging offshore wind sector is essential (See: Offshore Wind and Fisheries: The Science Behind Coexistence, 2021). Also, there is the potential to create synergies around co-existence through collaborative spatial planning; also, interest is growing from the UK example to enable fishing compatible offshore wind farms (OWF) (See: Co-location of fisheries and offshore wind farms: Current practices and enabling conditions in the North Sea, 2024, *and* Recommendations for Positive Interactions Between Offshore Wind farms and Fisheries, 2020). For example:

The conduct of static fisheries within OWF appears to be realistic, with some successful examples of crab and lobster pot fisheries in Scotland and the UK and some promising studies in the Netherlands and Germany (Recommendations for Positive Interactions Between Offshore Wind farms and Fisheries, 2020).

Partnership opportunities can also be explored for the emerging OSW sector, particularly in the areas of aquaculture (See: Developments in offshore aquaculture and renewable energy production, 2024).

By co-locating aquaculture facilities within offshore wind farms, stakeholders can capitalize on shared infrastructure, mooring systems and resources, optimizing spatial utilization and reducing environmental footprints. Offshore wind farms provide stable platforms for anchoring aquaculture infrastructure while utilizing excess space between wind turbines for aquaculture activities. Moreover, the presence of wind or marine energy infrastructure can mitigate energy costs for aquaculture operations, fostering economic viability and long-term sustainability by eliminating the use of fossil fuels in marine aquaculture (Developments in offshore aquaculture and renewable energy production, 2024).

We understand the proposal of a 25-KM buffer zone as a measure to protect the traditional fisheries sector operating in the 25-KM zone surrounding Nova Scotia's shoreline. And in some cases, this 25-KM buffer may be needed, however there may be opportunities for co-existence and/or cross-sector partnership in some areas within or near the 25-KM zone. The OSW sector technology and processes are ever-evolving, and so too will the potential for co-existence and cross-sectoral partnerships.

How can we safely explore co-existence and/or partnerships in working with the proposed 25-KM buffer? There are already many criteria in place to determine the PFDA's, and determination of an OSW project, and understanding appropriate buffer distances. Additionally:

- Could there be consideration based on a “project-by-project” basis via the unique characteristics of a proposed project with consideration of existing regulatory requirements (including environmental requirements) which may permit an OSW project to be established within the 25-KM buffer or may in fact need a larger than 25-KM buffer (to be determined based on feasibility, consultation, and other regulatory and necessary criteria)?
- Could we not further explore co-existence models and cross-sectoral partnership models based on international best practices (for which Nova Scotia can mirror) and collaborative cross-sectoral spatial mapping?
- It will be important to ensure that any modification of the proposed 25-KM buffer be a data-driven and a science-based, transparent process applied during project and regulatory activities, to allow for potential around co-existence and/or partnership opportunities.

5. Tier Designations

A. **Tier Designation vs. Project Assessment/Tier Evolution:** We believe that the tier designation of sites should evolve as a result of the work of OSW developers/industry who will determine their site location and then will be undergoing processes based on existing regulatory requirements (including environmental requirements), as well as possible considerations for co-existence with other sectors and potential partnerships with other sectors. Tier designations should evolve in parallel as the sector evolves. Pre-determining tiers may negatively impact this new emerging sector’s ability to grow and evolve, and/or deter developers from considering Nova Scotia for their OSW projects.

It would be less restrictive to grow the OSW industry if projects are gauged on an individual basis as per their preferred marine locations while undergoing rigorous review of their proposed project, factoring in proximity to sensitive marine areas, shipping routes, fishing grounds (and other variables) so that the proposed OSW projects meet the highest standards of safeguards for the environment and are in so that they maximize benefits to the region and the Province.

B. **Offshore Wind Sites:** More work should be done to determine OSW areas – and much more time, data, and consultation is needed to allow for the tier designation to evolve (if it is even necessary to tier OSW locations). We would not want to prematurely designate the currently identified sites for OSW or ignore other potential sites – because it could be interpreted as picking “winners and losers” as the OSW sector develops and

evolves. That is why it is so important to ensure these designations evolve with data, study, feasibility, consultation, and other necessary processes.

6. **Offshore Wind and Green Hydrogen Integration:** Strait of Canso OSW connectivity to the emerging green hydrogen sector in the Strait region is an **essential** consideration. Sector coupling for green hydrogen and OSW will be critical to the creation of a strong sustainable green energy sector and our ability to meet net zero/decarbonization targets for both Nova Scotia and for Canada.

We would echo the Strait Area Chamber of Commerce's concerns that the RA disadvantages the Strait of Canso and the Strait Region in their ability to fully participate in the OSW sector (See: Impact of excluding waters in proximity of the Strait of Canso, December 2024).

We are concerned about the exclusion of areas in proximity to the Strait of Canso without sufficient evidence or rationale. We feel it is premature to assume the areas outlined for exclusion would not have pockets of favorable areas and strong justification for development. The Strait Area Chamber of Commerce is not advocating for unrestricted development in coastal waters. However, we support development that has cleared a rigorous, transparent, and comprehensive review process. Although the Regional Assessment Committee has considered some of this in broad scope, we feel that, at this stage, there is not enough information or evidence to justify the exclusion of large parcels of offshore areas. As noted, we would support a rigorous review of individual projects, factoring in proximity to sensitive marine areas, shipping routes, fishing grounds, and so on, to ensure they meet the highest standards of safeguards for the environment and are in the best interest of the region (Impact of excluding waters in proximity of the Strait of Canso, 2024).

We find it especially concerning because the opportunity for sector coupling of Green Hydrogen in Point Tupper and future OSW development in proximity to the Strait of Canso isn't possible in the current draft of the RA. To ensure the RA Committee is aware, the two key proponents for Green Hydrogen production (Everwind Fuels and Bear Head Energy) are both located in Point Tupper on the Strait of Canso with key on-land wind parks located in the Strait and in central Nova Scotia.

Also see chart from **Hydrogen Ports Initiative – Techo-Economic Analysis**, produced by *ILF Consultants Inc (Calgary Alberta)* for Natural Resources Canada (2023) that outlines the most significant key strategic port for green hydrogen production east of Montreal is the Strait of Canso (**Point Tupper**). The Criteria of Evaluation of Port Evaluation focused on the following:

- Available Water Depth
- Vessel Approach Restrictions
- Suitable Terminals – Existing or Future Conversion
- Hinterland Pipeline/Rail Connection
- High Voltage Grid Connection
- Existing Bulk Liquid Capabilities
- Land Availability
- New Export/Import Terminal Projects in Planning
- Future Bunkering Plans

Table 11: Hydrogen Readiness Evaluation of Canadian Ports

CRITERIA	Port Name	Montreal	Quebec City	Saguenay	Baie-Comeau	Sept-Iles	Bellefleur	Saint John	Halifax	Point Tupper	Sydney	Stephenville	Argentina	St. John's
	Province	QC	QC	QC	QC	QC	NB	NB	NS	NS	NS	NL	NL	NL
Water Depth for Vessels	LH ₂ (>11.4 m)	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	NH ₃ (>12.6 m)	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	LOHC (>16.6 m)	Red	Red	Red	Red	Green	Red	Green	Green	Green	Green	Green	Red	Red
Vessel Approach	Vessel approach restrictions	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Existing port infrastructure	Suitable terminal(s)	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	Hinterland connection	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	High Voltage Connection	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Existing bulk liquid capabilities	LNG	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
	Ammonia	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
	Methanol	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
	Others (e.g. hydrocarbons)	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Land availability	Within or adjacent to port	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
New export terminal project(s) in planning	Ammonia	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	Methanol	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
	LOHC	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
	H ₂ pressurised	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
	H ₂ liquified	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Bunkering e-fuels	Future bunkering plans	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	

Green = Ready, Orange = Potential, Red = Not Ready

With the Strait of Canso being the best location for Green Hydrogen production east of Montreal, and the competitive and economic advantages of sector coupling for green hydrogen and OSW, we would ask for more work and consideration be given to the Strait of Canso and how we can support (not disenable) Offshore Wind and Green Hydrogen Integration.

(See paper, “Offshore wind & hydrogen integration: How sector coupling can support a resilient decarbonization of Europe” <https://www.adlittle.com/en/insights/report/offshore-wind-hydrogen-integration>)

Comments on specific Regional Assessment Recommendations

T1-1: Develop a Scotian Shelf Collaborative Research Initiative (SSCRI)

The recommendation to develop a collaborative research initiative for OSW is very much needed to support the long-term success of the OSW sector in Nova Scotia. In fact, this need/opportunity has already been identified locally in the Strait region by the proponents of Team Cape Breton Strait who completed their regional assessment to accelerate economic development via the MIT-led REAP program undertaken by Nova Scotia regional teams in 2020-2021.

Building on the REAP program recommendations for an OSW research center of excellence, this piece of work was progressed by some members of the local REAP team, the Strait of Canso Offshore Wind Task Force, as well as by local municipalities, the Province of Nova Scotia, and Federal partners.

OSW Center of Excellence (OSWCoE) Business Case and Opportunities Appraisal: With funding from the Nova Scotia Department of Natural Resources and Renewables (DNRR) and the Atlantic Canada Opportunities Agency (ACOA) and financial contributions by partnering municipalities of both the Town of Port Hawkesbury and the Municipality of the County of Richmond have commenced an Offshore Wind Centre of Excellence (OSWCoE) Business Case and Opportunities Appraisal. The project steering committee is made up of representatives from the funding organizations as well as Potlotek First Nation, Net Zero Atlantic, and Marine Renewables Canada. The OSWCoE will fulfill the role of creating a collaboratively umbrella for OSW related research, innovation and development in Atlantic Canada (and potential for testing sites).

Considering the broad support for the OSWCoE initiative from both Federal and Provincial levels of Government, the RA Committee should acknowledge and add the progress completed to date for the OSWCoE under this recommendation, as there has already been significant time, study, funding, and effort made towards this RA “identified” recommendation. We are happy to provide more information on the OSWCoE project.

T1-7: Open discussions with the State of Maine to contribute to and develop a mutually supportive research agenda associated with their proposed floating OSW test site

We believe seeking a mutually supportive research agenda by establishing a floating OSW test site is a step in the right direction. However, this discussion must also include port development considerations and targets to support/sustain floating OSW technology.

T2-1: Establish a Port Advisory Group

The Irish example is interesting and is a good case study given the similarities to Nova Scotia. However, Ireland is also relatively new to OSW, so it may be beneficial to look at port advisory groups and port collaboration models from countries much more advanced in OSW sector development. The Scottish Ports Alliance or initiatives that have enabled cross-country/port collaboration on projects in the North Sea are examples.

More clarity is also needed from the RA report – to explain if the Irish Port Coordination group was established before or after the seabed licensing auction round.

T3-3: Development of Bid Criteria and bidder pre-qualification

There is no mention of community benefits or shared ownership models in this recommendation for bid criteria. Community benefits are an important aspect of OSW in other jurisdictions, because it helps to build social license and contributes to both economic and community development. It is unclear from the report if the RA sees this arrangement as part of the non-price criteria or whether it should be left to developers and communities to develop community considerations on a voluntary basis.

A Note on Submission:

This submission is to provide feedback on the Regional Assessment (RA) for Offshore Wind (OSW) from a Town of Port Hawkesbury “municipal” perspective. The submission is a collaboration based on general observations from the authors, with input from Town Staff, and community partners. The key contributing authors of this submission are Mayor Chisholm-Beaton and Deputy Mayor Iaian Langley. Both Chisholm-Beaton and Langley serve as elected officials for the Town of Port Hawkesbury.

In addition to serving as Deputy Mayor of the Town of Port Hawkesbury, Captain Iaian Langley is also a Master Mariner and is currently employed as a Marine Pilot. Prior career experience includes 25 years at sea primarily in support of offshore energy projects globally. In addition to serving as Mayor of Port Hawkesbury, Brenda Chisholm-Beaton has a master’s degree (Community Economic Development) and has 22 years of business experience, 12 years of Municipal experience, and has served on national, provincial and regional boards including past-President of the Nova Scotia Federation of Municipalities and board member on the Federation of Canadian Municipalities.

(Note: Both Chisholm-Beaton and Langley are founding members of the Strait of Canso Offshore Wind Task Force, and both sit as current members).

Reference List Used for Feedback Submission

Co-location of fisheries and offshore wind farms: Current practices and enabling conditions in the North Sea (January 2024). Prince Owusu Bonsu, Jonas Letschert, Katherine L. Yates, Jon C. Svendsen, Jorg Berkenhagen, Marcel J.C. Rozemeijer, Thomas R.H. Kerkhove, Jennifer Rehren, Vanessa Stelzenmüller. <https://www.sciencedirect.com/science/article/pii/S0308597X23004748>

Developments in offshore aquaculture and renewable energy production (September 2024). Huu Phu Nguyen and Chien Ming Wang. Global Seafood Alliance. <https://www.globalseafood.org/advocate/developments-in-offshore-aquaculture-and-renewable-energy-production/>

Floating Offshore Wind Outlook (2024) International Renewable Energy Agency.

Hydrogen Ports Initiative – Techno-Economic Analysis (May 2023). ILF Consulting Engineers. Prepared for Natural Resources Canada as a Techno-Economic Feasibility Study.

Impact of excluding waters in proximity of the Strait of Canso (January 2024). Submission by the Strait Area Chamber of Commerce to the RA Committee.
241219_SACC_RA_OffWind_Submission.pdf

Offshore Wind and Fisheries: The Science Behind Coexistence. (June 2021) American Clean Power.

Offshore wind & hydrogen integration: How sector coupling can support a resilient decarbonization of Europe. (Authors) Florence Carlot, Amaury Klossa, Julien Pluchet, Sam Clauwaert, Philippe Viel, Laurent Blondeau, Yoran Van Houdt.
<https://www.adlittle.com/en/insights/report/offshore-wind-hydrogen-integration>

Recommendations for positive interactions between offshore wind farms and fisheries. (May 2020) Written by Clément DUPONT, Frédéric HERPERS and Christophe LE VISAGE. Prepared for the European Commission (Brussels).

Socio-economic Report Port Development and Port Usage for Regional Assessment Committee Offshore Wind Development in Nova Scotia (September 2024) DMDE Engineering Limited. Prepared for the Regional Assessment Committee for Offshore Wind Development in Nova Scotia.

Strait of Canso Offshore Wind Task Force (January 2024). Website:
<https://capebretonpartnership.com/initiatives-services/strait-of-canso-offshore-wind-task-force/>

Strait of Canso Sustainable Infrastructure Strategy (Draft, October 2024) Waterford Energy Services Inc., Prepared for the Municipality of the County of Richmond and the Town of Port

Hawkesbury. (Note: we can provide the RA Committee with a copy, please contact CAO of the Town of Port Hawkesbury: Terry Doyle – tdoyle@townofph.ca)

Strait of Canso Superport Master Development Plan (December 2010) AECOM. Prepared for the Strait of Canso Superport Corporation Limited.

The Strait: Progress Runs Deep. <https://thestrainofcanso.ca/>

The Town of Port Hawkesbury: Invest in Port Hawkesbury.
<https://townofporthawkesbury.ca/business/invest-in-port-hawkesbury/>