

Frequently Asked Questions

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H₂ Supply Chain Gap Assessment and Development Plan for Atlantic Canada

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Contact:

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Question: Can further clarification of the supply chain be provided? Is the objective to demonstrate a path towards a 100% local/regional supply chain?

Response: The hydrogen supply chain includes the key equipment, components, and processes used in hydrogen research & development, production, storage, distribution/transportation, and end-uses. For the purposes of this study, the hydrogen supply chain does not include electricity generation or the production of raw materials/minerals that may be required to produce components of the supply chain. The objective is to understand the hydrogen supply chain that will be needed to support the projected development and growth of the hydrogen sector in Atlantic Canada, including expertise, capability, and capacity that is currently available in the region, capabilities that can be developed or expanded upon, and parts of the supply chain that may need to be (or should be) sourced from outside the region.

Question: Is there a specific number of end-use applications that should be considered?

Response: There is no minimum or maximum number of end-use applications that should be included, however the ones that are included should be specific to the Atlantic region. This may include, but is not limited to, heavy transport (trucks, trains, buses, marine vessels), heavy industry, power generation, industrial and residential heating.

Question: What assumptions should be made regarding targeted production and/or use and export?

Response: While there's no expectation for modelling, reviewing development plans and proposed projects in each province and understanding the regional interests can, and should, inform what production levels may look like. Focus should be based on large-scale hydrogen projects currently proposed for Atlantic Canada and largely based on what is available publicly.

Question: Are comparable fuels (methanol, ammonia, sustainable aviation fuel, etc.,) out of scope?

Response: Conversion is an in-scope aspect of the supply chain, including hydrogen derivatives. This may include, but is not limited to, ammonia, methanol, and sustainable aviation fuel made from green hydrogen.

Question: Do the workshops need to be in-person? What are the boundaries for the stakeholder engagement? How many stakeholders are expected to be involved in this project?

Response: The four workshops are to be conducted in-person, one per province. Some or all the workshops may be hybrid to enable stakeholders who cannot attend in-person to participate virtually, but in-person participation is preferred and should be encouraged. There is no predetermined number of stakeholders that should be consulted throughout the project, however, engagement with diverse stakeholders representing or knowledgeable about different parts of the hydrogen value chain is expected. The workshops should be conducted in alignment with what's feasible within the budget for the scope. The focus of these engagements should include a mix of sharing information and insights about the project by the consultant and collecting feedback, input, and perspectives from stakeholders.

Question: Are joint submissions acceptable?

Response: Yes, partnerships are acceptable with one identified as a main point of contact and as the signatory for contractual purposes. In the case of partnerships, it's critical that the roles and responsibilities are clearly defined and quantified to allow understanding of local content and contributions.

Question: To what extent should the economic impact be explored?

Response: Some economic studies exist and will be provided to the selected proponent to avoid duplication of work, however it is the expectation for the proponent to conduct research to fill any identified gaps, as needed. For example, a detailed economic assessment has been completed for the province for the Province of Newfoundland and Labrador. This will be provided to the successful consultant. High-level indicators may need to be identified for the Maritime provinces.

Question: How many case studies are expected for the jurisdictional scan, and may they include international examples?

Response: There is no minimum or maximum number of case studies expected, as the quality of the examples is most important. Case studies should be illustrative and relevant to development of the hydrogen supply in Atlantic Canada. The case studies do not need to be limited to Canada; international examples can be included.

Question: What level of support should the proponent expect from the Atlantic Hydrogen Alliance, Energy NL, and Net-Zero Atlantic?

Response: The three collaborators on this project will provide support to the final proponent with respect to access to networks and communication channels, support with outreach/advertising of the workshops in each province. Any additional support can be determined through discussions with the PMC once a proponent is identified.

Question: Is a meeting with the PMC prior to submission feasible?

Response: Not prior to submission, but meetings with the PMC may be included in the RFP review and selection process.