November 18, 2016

Dear [REDACTED],

Re: Your request for access to information under Part II of the Access to Information and Protection of Privacy Act [Our File # LAAO 013 2016]

This is to confirm that on October 20, 2016, the Labrador and Aboriginal Affairs Office received your request for access to the following records/information:

Any records relating to permafrost.

Through our telephone conversations, it was clarified that you were seeking records pertaining to final reports and/or drafts if final were not available regarding permafrost in Labrador, as well as any relevant records such as notes and briefing material.

I am pleased to inform you that a decision has been made by the Deputy Minister for the Labrador and Aboriginal Affairs Office to provide access to some of the requested information. Please note that a search for records produced various draft copies of reports; however, in that you were seeking final copies I have identified the links to the final reports below of drafts that were produced in our search:

http://nainresearchcentre.com/the-sustainable-communities-initiative/


http://www.ec.gc.ca/nature/default.asp?Lang=En&n=60D0FDBD-1

http://www.jcsh-cces.ca/upload/14_193_BuildingOurStrengths_CFN_RPT.pdf

As required by 8(2) of the Act, page 6-8 have severed information that is unable to be disclosed in accordance with the following exceptions to disclosure:

27. (1) In this section, "cabinet record" means (h) a record created during the process of developing or preparing a submission for the Cabinet; and
27. 2) The head of a public body shall refuse to disclose to an applicant
   (a) a cabinet record

Please be advised that you may appeal this decision and ask the Information and Privacy
Commissioner to review the decision to provide partial access to the requested information,
as set out in section 42 of the Act. A request to the Commissioner must be made in writing
within 15 business days of the date of this letter or within a longer period that may be
allowed by the Commissioner. Your appeal should identify your concerns with the request
and why you are submitting the appeal.

The appeal may be addressed to the Information and Privacy Commissioner is as follows:

Office of the Information and Privacy Commissioner
2 Canada Drive
P. O. Box 13004, Stn. A
St. John’s, NL A1B 3V8

Telephone: (709) 729-6309
Toll-Free: 1-877-729-6309
Facsimile: (709) 729-6500

You may also appeal directly to the Supreme Court Trial Division within 15 business days
after you receive the decision of the public body, pursuant to section 52 of the Act.

Please be advised that responsive records will be published following a 72 hour period after
the response is sent electronically to you or five business days in the case where records are
mailed to you. It is the goal to have the responsive records posted to the Completed Access
to Information Requests website within one business day following the applicable period of
time. Please note that requests for personal information will not be posted online.

If you have any further questions, please contact me by telephone at (709) 896-1780 or by
email at kathymichelin@gov.nl.ca.

Sincerely,

Kathy Michelin

ATIPP Coordinator

Enclosures
Brian RM. Harvey  
Director - Aboriginal Affairs  
Government of Newfoundland and Labrador  
(709) 729-1487 (w)  
(709) 693-1612 (c)

From: Harvey, Brian  
Sent: Wednesday, March 06, 2013 3:41 PM  
To: Carter, Ruby  
Subject: FW: Climate Change - Briefing Notes

Likewise these.

Brian RM. Harvey  
Director, Policy & Planning - Aboriginal Affairs  
Intergovernmental & Aboriginal Affairs Secretariat  
Government of Newfoundland and Labrador  
(709) 729-1487 (w)  
(709) 693-1612 (c)

From: Dutton, Sean  
Sent: Wednesday, March 06, 2013 1:42 PM  
To: Gover, Aubrey; Carter, Ruby; Phillips, John; Cowan, John O.; Harvey, Brian  
Subject: FW: Climate Change - Briefing Notes

FYI.

Sean

From: Janes, Jackie  
Sent: Wednesday, March 06, 2013 1:30 PM  
To: Chippett, Jamie; Bown, Charles W.; Mullaley, Julia; Dutton, Sean; Parrott, William; Meade, Brent L.; Skinner, Laurie  
Cc: Bailey, Bev; Griffiths, Sharon; Halliday, Janice; Hoddinott, Fanny; Jefford, Ruby; Langmead, Carmel Anne; Power, Yvonne A  
Subject: Climate Change - Briefing Notes

To: Deputy Ministers' Committee on Climate Change and Energy Efficiency

Dear Colleagues,
Please find attached two briefing notes for your information:

- An overview of new federal regulations to improve fuel efficiency and reduce greenhouse gas emissions from new on-road heavy-duty vehicles.

- A summary of the findings of ArcticNet’s Climate Change Impact Study for the Inuit regions of Nunavik and Nunatsiavut.

These notes were approved by Minister Hedderson, and have been circulated to Members of the Ministerial Cabinet Committee on Climate Change and Energy Efficiency and the Premier’s Office for information.

Please do not hesitate to contact me if you would like any further information.

Regards,
Jackie

Jackie Janes  Assistant Deputy Minister
709-729-7971(w) | jackiejanes@gov.nl.ca

Office of Climate Change, Energy Efficiency & Emissions Trading
Executive Council, Government of Newfoundland & Labrador
Title: Federal Transportation GHG Regulations on Heavy Duty Vehicles

Issue: To provide an overview of new federal regulations to improve fuel efficiency and reduce greenhouse gas (GHG) emissions from new on-road heavy-duty vehicles and engines. This note is for information only and was prepared on the initiative of CCEEET.

Background and Current Status

- On February 25, 2013, new federal regulations were announced to reduce GHG emissions from new on-road heavy-duty vehicles such as combination and semi-trucks, garbage trucks and buses. They align with new regulations in the United States.
- The regulations apply to companies manufacturing and importing new on-road heavy-duty vehicles and engines for sale in Canada. They establish progressively more stringent standards for the 2014 to 2018 model-years. By model-year 2018, annual GHG emissions will be reduced by up to 23% from current levels. The regulation is expected to result in GHG reductions of over 19 megatonnes (MT) over the lifetime of the 2014-2018 model-year vehicles.
- Given the importance of heavy-duty vehicles in the economy, the regulations are structured so as to not constrain the size and power of heavy-duty vehicles.
- It is expected that manufacturers will be able to comply with the regulations using cost-effective and currently available technologies, such as fuel-efficient engines and aerodynamic cab designs.
- Federal analysis suggests that the fuel savings resulting from these regulations will outweigh any purchase price increase, and the payback period is expected to be less than one year. Improved fuel savings are projected as follows, based on Canadian average kilometres travelled:
  - Heavy-duty pick-ups and vans: up to $1,200 in fuel savings per year for the 2018 model-year;
  - Combination tractors (semi-trucks): up to $8,000 in fuel savings per year for the 2018 model-year;
  - Vocational vehicles (such as buses, freight, delivery, service, cement and dump trucks): up to $1,000 in fuel savings per year for the 2018 model-year.

Newfoundland and Labrador Context

- Transportation accounts for 30% of provincial GHG emissions and is a challenging sector to address from a GHG reduction perspective.
- In its 2011 Climate Change Action Plan, the provincial government committed to collaborate with the federal government and other provinces and territories (PTs) on the development and implementation of strengthened efficiency standards for light and heavy-duty vehicles. The federal government consulted with PTs as these regulations were developed.
- In this province, heavy-duty vehicles account for 0.6 MT which is 7% of provincial GHG emissions and 21% of total provincial transportation GHG emissions.
- External analysis, as well as internal projections developed using the Department of Finance’s economic model, suggests that there will be upward pressure on freight transportation GHG emissions in the future. The regulations announced on February 25, 2013 are expected to mitigate against this growth, but not completely offset it in the short term. This is because owners of heavy-duty vehicle purchase vehicles on an infrequent basis, and it will take several years for the full impact of the regulations to be evident.

Action Being Taken

- Based on draft regulations previously released by the federal government, CCEEET has already incorporated the impact of these regulations in its overall GHG projection model for the province.
- In its 2011 Climate Change Action Plan, government also committed to collaborate with industry to explore opportunities to improve the energy efficiency of heavy trucks, and to engage with the federal government to ensure its funding programs for fuel-efficient technology on heavy trucks can support small trucking operations like those often found in Newfoundland and Labrador.
- CCEEET will continue to engage with the federal government to promote opportunities to reduce GHG emissions, provided that these opportunities do not negatively impact on the competitiveness of companies operating in the province.

Prepared by: Gerald Crane
Approved by: Jackie Janes     Date: March 5, 2013
Title: ArcticNet report highlights how Inuit communities will be among the groups most impacted by climate change

Issue: ArcticNet's Climate Change Impact Study for the Inuit regions of Nunavik and Nunatsiavut was recently released. It informs policy makers about the impacts predicted for Arctic regions. This note provides a summary of the report and key findings for Newfoundland and Labrador, and was prepared on the initiative of CCEEET.

Background and Current Status:
- ArcticNet is a Network of Centres of Excellence in Canada that brings together scientists and managers in the natural, human health and social sciences. The objective of ArcticNet is to study the impacts of climate change and modernization in the coastal Canadian Arctic. Over 145 ArcticNet researchers from 30 Canadian Universities (including Memorial University), 8 federal and 11 provincial agencies and departments collaborate with research teams in Denmark, Finland, France, Greenland, Japan, Norway, Poland, Russia, Spain, Sweden, the United Kingdom and the USA.
- The Arctic is the region in the world that will be the most severely impacted by climate change. In the context of a changing Arctic world, the research program of ArcticNet focuses on four main themes: coastal marine ecosystems, coastal terrestrial ecosystems, Inuit health and adaptation, and industrial development in the North.
- Inuit communities in Nunatsiavut are among the groups most affected by the impacts of climate change. Scientists and northern residents are witnessing increasing evidence of the direct impacts of the accelerated warming in this region, which is expected to continue well into the future.

Key Findings:
1. Nunatsiavut is experiencing rapid warming:
   - Snow and ice cover duration are currently decreasing at an alarming rate which will have significant implications for northern communities (e.g. transportation challenges). Glaciers in the Torngat Mountains lost approximately 20% of their total area between 2005 and 2007.
2. The thawing of permafrost modifies the natural environment and requires adequate infrastructure:
   - Permafrost degradation is affecting the natural environment; thawing of the permafrost creates new ponds and changes to drainage patterns. The infrastructure of the region is particularly affected due to inappropriate practices or design flaws combined with climate change. In most Nunatsiavut communities, community infrastructure development, including water supply and sewage system placement as well as land-use plans, have failed to accommodate the changing conditions.
3. Sea ice cover is diminishing in its extent and duration, and fjord ecosystems are changing:
   - An ongoing biological and physical study of the fjords of Nunatsiavut is providing new insights into these critical areas in the facing of changing climate and modernization. There has been a significant reduction in sea ice over across the fjords in northern Labrador over the past 50 years with extreme, recent record lows in coverage, accompanied by reduced salinity in the fjords over this same time period. This could alter food web systems, including the harvesting practices of Inuit.
4. A high number of Inuit families with children are food insecure:
Food security has been identified as a key problem in Nunatsiavut, in recent consultations conducted by Memorial University, participants in all communities expressed concern regarding access to country foods and fresh fruits and vegetable. Due to climate change, the availability of traditional food sources is changing.

5. Arctic charr is an important food resource at risk:
   - Arctic charr are considered vulnerable to the predicted impacts of climate change because of their preference for cold-water conditions. In a warming environment, the Arctic charr populations will be impacted by predicted summer temperature increases.

6. The populations of the large caribou herds are declining:
   - Climate change is having an impact on the caribou population which is a main food source for the Inuit. Changes in the distribution of caribou, for example a shift to Labrador for the George River herd, as well as decreases in abundance are expected in the near future and are unlikely to be offset by potential positive effects of an earlier and longer period of vegetation growth in a warmer climate.

7. Berry production is predicted to decline under increased shrub cover:
   - Recent warming is promoting shrub growth as well as tree line expansion over Nunatsiavut, but not in a uniform way. Research has documented an increasing trend in dwarf birch and willow bush cover, as well as an altitudinal expansion of larch. With warmer and longer summers trees are expected to gradually expand beyond current boundaries.

Implications for Newfoundland and Labrador

- In the 2011 Climate Change Action Plan, the Provincial Government committed to long-term, collaborative action to strengthen the relationships with the Nunatsiavut Government and the research community on climate change adaptation in northern Labrador.
- To deliver on this commitment, the Provincial Government is co-funding a Sustainable Communities project with the Nunatsiavut Government. The project aims to ensure that Nunatsiavut communities have the information and support needed to adapt to the already occurring and unavoidable impacts of climate change, while improving resilience and sustainability.
- CCEEET has recently contracted Dr. Joel Finnis, a climatologist at Memorial University to complete updated climate predictions for the province which will for the first time cover Labrador.

Prepared by: Andrea McKenna
Approved by: Jackie Janes
March 5, 2013
Section 27(1)(h), Section 27(2)(a)