June 20, 2013

Dear [Redacted]: s.30(1)

Re: Your request for access to information under Part II of the Access to Information and Protection of Privacy Act [Our File #:PRE/7/2013]

On April 30, 2013, The Premier’s Office received your request for access to the following records:

I am requesting a copy of any and all correspondence that has been sent to and from the Premier’s Office regarding the creation of an independent safety regulator. Please do search back to December 2010.

On May 17, 2013 you were advised that the 30 day time limit for responding to your request was extended for an additional 30 days as more time was needed to consult with third parties.

I am pleased to inform you that your request for access to these records has been granted in part, as attached.

Access to some information contained within the records, has been refused in accordance with the following exceptions to disclosure, as specified in the Access to Information and Protection of Privacy Act (the Act):

Policy advice or recommendations

20. (1) The head of a public body may refuse to disclose to an applicant information that would reveal

(a) advice, proposals, recommendations, analyses or policy options developed by or for a public body or minister;

(c) consultations or deliberations involving officers or employees of a public body, a minister or the staff of a minister;
Disclosure harmful to personal privacy

30. (1) The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party's personal privacy.

As required by subsection 7(2) of the Act, we have severed information that is excepted from disclosure and have provided you with as much information as possible.

Section 43 of the Act provides that you may ask the Information and Privacy Commissioner to review this partial refusal of access or you may appeal the refusal to the Supreme Court Trial Division. A request to the Information and Privacy Commissioner shall be made in writing within 60 days of the date of this letter or within a longer period that may be allowed by the Commissioner.

The address and contact information of the Information and Privacy Commissioner is as follows:

Office of the Information and Privacy Commissioner
34 Pippy Place
P. O. Box 13004, Stn. A
St. John’s, NL A1B 3V8

Telephone: (709) 729-6309
Facsimile: (709) 729-6500

In the event that you choose to appeal to the Trial Division, you must do so within 30 days of the date of this letter. Section 60 of the Act sets out the process to be followed when filing such an appeal.

Please be advised that these records will be published following a 72 hour period after the response is sent electronically to you or five days in the case where records are mailed to you. It is the goal to have the responsive records posted to the Office of Public Engagement's website within one business day following the applicable period of time. Your personal information will not be posted online.

If you have any further questions, please feel free to contact the undersigned at (709)729-3570 or by email at deniseking@gov.nl.ca.

Sincerely,

Denise King
Director of Policy
The following pages have been fully redacted:

<table>
<thead>
<tr>
<th>Exception Code</th>
<th>Page Numbers</th>
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</thead>
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<tr>
<td>Non-responsive to request</td>
<td>Pages 10-11, 13, 17-18, 20-21, 24-25, 27, 32, 35-36, 38, 41-43, and 45-46</td>
</tr>
<tr>
<td>Section 30(1) – personal information</td>
<td>Pages 50-56</td>
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</tbody>
</table>
Government of Newfoundland and Labrador Supports Recommendations of Commissioner Wells

The Honourable Kathy Dunderdale, Premier of Newfoundland and Labrador, announced today that the Government of Newfoundland and Labrador supports all of the recommendations of Commissioner Robert Wells of the Offshore Helicopter Safety Inquiry.

"Commissioner Wells has conducted a thorough inquiry into offshore helicopter safety in Newfoundland and Labrador and our government supports all 29 of the recommendations he has put forth," said Premier Dunderdale. "Recommendation 29 suggests that a separate agency to regulate safety in the offshore industry be established and as this recommendation requires changes to the Atlantic Accord Acts, we will immediately commence discussion with the Government of Canada."

The Offshore Helicopter Safety Inquiry was established by the Canada-Newfoundland and Labrador Offshore Petroleum Board in April 2009 after the March 12, 2009 crash of Cougar 491 which resulted in the loss of 17 of 18 individuals on board the helicopter. Commissioner Wells released his report into helicopter safety November 17, 2010.

"Safety in our oil and gas industry is paramount and the recommendations of Commissioner Wells provide for enhanced measures to protect the workers who travel offshore," said the Honourable Shawn Skinner, Minister of Natural Resources. "I look forward to the cooperation of those involved in the industry, including both levels of government, the regulator and operators and most importantly, the workers, as steps are taken to implement the recommendations. While tragic circumstances led to this inquiry, I believe we have an opportunity to ensure positive changes result."

The Provincial Government will discuss Recommendation 29 with the Government of Canada, which has joint-management responsibility, to move forward as quickly as possible to establish a separate safety agency. Any changes to legislation to create a new agency must also be consistent with the joint-management principles that are a fundamental part of the Atlantic Accord. The Provincial Government also supports the action undertaken by the Canada-Newfoundland and Labrador Offshore Petroleum Board to immediately undertake administrative separation of safety operations.

"This industry has meant so much to the people of Newfoundland and Labrador in our recent history and we have a responsibility to ensure it is conducted in a manner which maximizes safety for workers," said Premier Dunderdale. "Safety in the offshore has always been, and will remain, a priority for our government."

-30-

Media contacts:

Glenda Power
Director of Communications
Office of the Premier
709-729-3960
glendapower@gov.nl.ca

Andrea Nolan
Press Secretary
Office of the Premier
709-729-4304, 727-0991
andreanolan@gov.nl.ca
Further below are NR's draft KMs. Immediately below is some feedback to them from me.

RT

Section 20.(1)(a) and (c)

Sent Via BlackBerry

From: Morrissey, Ken
To: Bown, Charles W.; Thompson, Robert; Chippett, Jamie; Wardle, Richard; Williams, Tina; Foote, Wes
Sent: Fri Dec 10 18:09:04 2010
Subject: KMs/QA

Final (for now)

Wells Inquiry Recommendation 29
Key Messages / Q&A

The Government of Newfoundland and Labrador is pleased to have received a copy of the final report of Commissioner Wells and the Offshore Helicopter Inquiry and I thank him for the important work he has carried out.

We recognize the significant amount of work that was undertaken throughout the hearings, as well as the importance of this report to the families of Cougar Flight 491 and everyone involved in the offshore oil and gas industry.

We are very pleased that the Board has accepted most of the recommendations of Commissioner Wells and is putting into place processes to move quickly towards further review and implementation.
As you know, with regard to Recommendation 29, the Board has indicated it believes action on this item is in the purview of the provincial and federal governments. In the meantime, the Board is continuing its review and is also taking action now to separate administratively, within their structure, the safety arm of the C-NLOPB. We believe this is appropriate action to take at this time.

The Accord Acts are very prescriptive in terms of the mandate and operations of the C-NLOPB. To alter the structure and mandate of the Board as recommended by Commissioner Wells will require legislative change and thus must be properly addressed.

The Government of Canada is our partner in managing the offshore industry through the Atlantic Accord and we will proceed have in-depth discussions with them on Recommendation 29.

We have great confidence in the current operations of our offshore industry when it comes to the safety of those involved in the industry. Safety has always been our first priority and this has not changed.

Q&A re Recommendation 29

Q). The Atlantic Accord is very prescriptive in how the mandate and functions of the Canada-Newfoundland and Labrador Offshore Petroleum Board are implemented. Implementation of Recommendation 29 would alter the functioning of the Board and thus would require legislative change.

The Government of Canada is our partner in managing the offshore industry through the Atlantic Accord and we will proceed have in-depth discussions with them on Recommendation 29.

Q). What are the next steps to for the Provincial Government with respect to Recommendation 29?

A). The Government of Newfoundland and Labrador will consult with the Government of Canada. Commissioner Wells himself indicated that this process may take some time.

Q). Do you support the interim measures being implemented by the C-NLOPB?

A). The Government of Newfoundland and Labrador is very pleased to see the C-NLOPB’s response to these recommendations and the action it is taking to review and implement them.
Commissioner Wells recommended that action could be taken within the Board to administratively separate its safety mandate from its other structures. The action being undertaken by the Board is within the Accord Acts.

Q). Does the Government of Canada support this action?

A). Obviously I do not speak for the Government of Canada and that question is most appropriately addressed to the Federal Minister of Natural Resources.

We have had preliminary discussions with the Government of Canada, they are committed to working with us to further review the recommendations of Commissioner Wells – particularly Recommendation 29 – and we look forward to continuing this close dialogue.

Q). What will you do if the Government of Canada does not support Recommendation 29 and the actions the C-NLOPB are taking?

A). We look forward to discussing this recommendation further with the Government of Canada.

Q). Will you move right away to establish a separate safety agency or will you do as Commissioner Wells suggested and establish a division within the C-NLOPB? In essence, are you supporting 29 (a) or 29 (b)?

A). We will consult with the Government of Canada.

The C-NLOPB has already commenced a process to further establish a safety division within their structure, one which is administratively separate from the other functions of the Board. We will assess any requests for support they may have to ensure their actions are completed in a timely fashion with minimal disruption to the vitally important activities of the Board.

Q). Do you have the support of the oil and gas industry to establish a separate regulator or do you expect resistance on this matter?

A). Safety is our priority as well as the Board’s.

The action the Board is undertaking is in the best interest of the people who work in our offshore industry and their families.

Q). What effect will this change have upon the Atlantic Accord?

A). The Atlantic Accord is very prescriptive in how the mandate and functions of the Canada-Newfoundland and Labrador Offshore Petroleum Board are implemented. The action being taken administratively by the Board can be accomplished within the Accord Acts. Any structural or mandate matters would require legislative change and concurrence of both levels of government.

Q). The C-NLOPB is establishing two teams, an aviation team and a safety team led by outside individuals, to implement the recommendations of Commissioner Wells. Do you support this move?
A). The action being undertaken by the C-NLOPB to implement the recommendations of Commissioner Wells are obviously being done in a manner to ensure objectivity, compliance and safety.

Q). Are you comfortable with the individuals chosen to lead these implementations teams?

A). As the former Wing Commander of the 9 Wing Gander base not only has considerable experience in helicopter safety but he has familiarity with Newfoundland and Labrador. I believe he is a good choice.

[Comments on Safety Team leader]

Q). How long is this process going to take?

A). As I have said before, you cannot place a timeline upon safety. I am confident that both levels of government will work diligently to get where we need to be.

As well, I strongly believe the public will support this action and the operators and workers will also work with us to make this achievable in a timely fashion.

Q). How much will all this cost and who will pay for it?

A). Safety for those working in the offshore is our priority first and foremost.

We will evaluate costs as we move through the process.
Q). Could this lead to one Atlantic Canada Offshore Board?

Q). Could two boards remain between the provinces and there be a single safety regulator for them?

A). Our intent is to complete a thorough assessment of Recommendation 29 with the Government of Canada in the context of the Atlantic Accord.

Ken Morrissey
Director of Communications
Department of Natural Resources
729-5282 (office)
685-6612 (mobile)
729-0059 (fax)
kenmorrissey@gov.nl.ca
Debbie: Perhaps you should make these requests directly and let us know your progress. Once confirmed we can coordinate briefing notes through the appropriate departments.

1. Request meeting with Honourable Christian Paradis, Minister of Natural Resources
   - Reason – to exchange views on the recommendations of the Inquiry into Offshore helicopter Safety, specifically the recommendation to create a separate regulatory agency for safety.
   - Timing – Tuesday, February 1, flexible time
   - Accompanied by Honourable Sean Skinner, Charles Bown, Glenda Power, Maria Afonso.
April 7, 2011

Dr. Jack Layton  
New Democratic Party of Canada  
300 – 279 Laurier Street West  
Ottawa, Ontario  
K1P 5J9

Dear Dr. Layton:

The Government of Newfoundland and Labrador since 2003 has laboured with steadfast determination to harness more effectively our province’s wealth of resources and opportunities in ways that will secure the long-term prosperity of Newfoundland and Labrador, share the benefits of growth among the people of our province, and establish Newfoundland and Labrador as a centre of sustainable development in Canada. In partnership with our province’s people, we have made tremendous progress already, and optimism abounds that we will achieve even greater triumphs in the years ahead. Newfoundlanders and Labradorians are eager to partner with our fellow Canadians and with the Government of Canada to achieve goals that, in strengthening our province, will also strengthen our country. The Government of Canada has a tremendous leadership role to play in enabling provinces such as ours to pursue our legitimate aspirations within Confederation.

This letter seeks the views of the New Democratic Party of Canada on selected federal-provincial issues of importance to Newfoundlanders and Labradorians, particularly details on what your party would do should it form the next federal government. As Premier, I have sent letters essentially identical in content to the leaders of Canada’s three principal national parties, seeking your policies on the issues below. We intend to provide your responses to the voters of our province in advance of election day, so we would appreciate your response by April 19, 2011.

Non-responsive to request
Offshore Occupational Health and Safety

On December 13, 2010 Justice Wells made 29 recommendations following his Offshore Helicopter Safety Inquiry. Newfoundland and Labrador subsequently announced its support for all recommendations, including Recommendation 29, which stated that a new, Independent Safety Agency be established to regulate safety in Newfoundland and Labrador’s offshore. Newfoundland and Labrador announced that it would commence discussion on amendments to the Accord Acts with the federal government and also that it supported immediate measures by the Canada-Newfoundland and Labrador Offshore Petroleum Board to separate safety from other operations.

Would an NDP government support and implement Recommendation 29 to ensure that an Independent Safety Agency is established to regulate safety in offshore Newfoundland and Labrador?
I thank you in advance for providing the information requested in this letter.

Sincerely yours,

[Signature]

KATHY DUNDERDALE
Premier
DATE: April 19, 2011

TO/À: Honorable
PHONE/TÉL.: (709) 729-3570
FAX/TÉLÉC.: (709) 729-5875

FROM/DE: Dr. Jack Layton
PHONE/TÉL.: 
FAX/TÉLÉC.: 613-230-9950

NUMBER OF PAGES/NOMBRE DE PAGES: 8 pages
(including cover page/y compris la page couverture)

SUBJECT/OBJET: 

MESSAGE:

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NDP NPD
NEW DEMOCRATIC PARTY OF CANADA - NOUVEAU PARTI DÉMOCRATIQUE DU CANADA
300-279 Laurier Avenue West/Ouest Ottawa, ON K1P 5J9 ndoadmin@fed.ndp.ca
April 18, 2011

Honourable Kathy Dunderdale, M.H.A., Premier
Government of Newfoundland and Labrador
Confederation Building
St. John's, NL A1B 4J6

FAX: (709) 729-5875

Dear Premier Dunderdale:

Thank you for your letter inquiring about the position of Canada's New Democrats on issues of special importance to the people of Newfoundland and Labrador. We are proud of our comprehensive platform of practical steps to provide leadership for all Canadians and are pleased to address the specifics of the questions you raise.

As we progress through this federal election, we want Newfoundlanders and Labradorians to be aware of our policies and position on [redacted] and the other important issues raised in your letter.
Offshore Occupational Health and Safety


New Democrats have always been at the forefront in advocating for workplace and environmental safety, and an NDP government would work in cooperation with the Government of Newfoundland and Labrador, to ensure that appropriate legislative and administrative changes are made as soon as possible to establish a separate agency to regulate safety in the offshore.

Non-responsive to request
April 7, 2011

The Honourable Michael Ignatieff
Liberal Party of Canada
81 Metcalfe Street, Suite 600
Ottawa, Ontario
K1P 6M8

Dear Dr. Ignatieff:

The Government of Newfoundland and Labrador since 2003 has laboured with steadfast determination to harness more effectively our province’s wealth of resources and opportunities in ways that will secure the long-term prosperity of Newfoundland and Labrador, share the benefits of growth among the people of our province, and establish Newfoundland and Labrador as a centre of sustainable development in Canada. In partnership with our province’s people, we have made tremendous progress already, and optimism abounds that we will achieve even greater triumphs in the years ahead. Newfoundlanders and Labradorians are eager to partner with our fellow Canadians and with the Government of Canada to achieve goals that, in strengthening our province, will also strengthen our country. The Government of Canada has a tremendous leadership role to play in enabling provinces such as ours to pursue our legitimate aspirations within Confederation.

This letter seeks the views of the Liberal Party of Canada on selected federal-provincial issues of importance to Newfoundlanders and Labradorians, particularly details on what your party would do should it form the next federal government. As Premier, I have sent letters essentially identical in content to the leaders of Canada’s three principal national parties, seeking your policies on the issues below. We intend to provide your responses to the voters of our province in advance of election day, so we would appreciate your response by April 19, 2011.
Offshore Occupational Health and Safety

On December 13, 2010 Justice Wells made 29 recommendations following his Offshore Helicopter Safety Inquiry. Newfoundland and Labrador subsequently announced its support for all recommendations, including Recommendation 29, which stated that a new, Independent Safety Agency be established to regulate safety in Newfoundland and Labrador's offshore. Newfoundland and Labrador announced that it would commence discussion on amendments to the Accord Acts with the federal government and also that it supported immediate measures by the Canada-Newfoundland and Labrador Offshore Petroleum Board to separate safety from other operations.

Would a Liberal government support and implement Recommendation 29 to ensure that an Independent Safety Agency is established to regulate safety in offshore Newfoundland and Labrador?
I thank you in advance for providing the information requested in this letter.

Sincerely yours,

KATHY DUNDEDALE
Premier
Fax

To/À: Premier Dunderdale From/De: Michael Ignatieff
Date: April 20, 2011 Time/Heure: 3:30 pm EDT
Fax/Télécopieur: 709-729-5875

Re:

Number of Pages/Nombre de pages: 5 Including cover

Message: Michael Ignatieff's reply to the Premier's letter of April 17, 2011.

If you do not receive all the pages being transmitted or transmission is illegible, please contact us at (613) 237-6740.

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Thank You.

Si vous ne recevez pas l'ensemble des pages transmises ou si elles sont illisibles, veuillez nous contacter au (613) 237-6740.

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Merci.
April 20, 2011

The Honourable Kathy Dunderdale, M.H.A.
Premier of Newfoundland and Labrador
P. O. Box 8700
St. John's, Newfoundland and Labrador
A1B 4J6

Dear Premier Dunderdale,

Thank you for your letter of April 7, 2011, in which you outline issues of importance to the Government of Newfoundland and Labrador and the citizens of your province. On the subjects that you have identified, the Liberal Party's positions are below:

Non-responsive to request

www.liberal.ca
Offshore Occupational Health and Safety

The safety of offshore workers would be a priority for a Liberal government. Liberals salute the steps that have already been taken by the government of Newfoundland and Labrador and will work with you on the implementation of Recommendation 29 from the Offshore Helicopter Safety Inquiry.
Sincerely,

Michael Ignatieff
Leader of the Liberal Party of Canada
April 7, 2011

The Right Honourable Stephen Harper
Conservative Party of Canada
1204 - 130 Albert Street
Ottawa, Ontario
K1P 5G4

Dear Prime Minister Harper:

The Government of Newfoundland and Labrador since 2003 has laboured with steadfast determination to harness more effectively our province's wealth of resources and opportunities in ways that will secure the long-term prosperity of Newfoundland and Labrador, share the benefits of growth among the people of our province, and establish Newfoundland and Labrador as a centre of sustainable development in Canada. In partnership with our province's people, we have made tremendous progress already, and optimism abounds that we will achieve even greater triumphs in the years ahead. Newfoundlanders and Labradorians are eager to partner with our fellow Canadians and with the Government of Canada to achieve goals that, in strengthening our province, will also strengthen our country. The Government of Canada has a tremendous leadership role to play in enabling provinces such as ours to pursue our legitimate aspirations within Confederation.

This letter seeks the views of the Conservative Party of Canada on selected federal-provincial issues of importance to Newfoundlanders and Labradorians, particularly details on what your party would do should it form the next federal government. As Premier, I have sent letters essentially identical in content to the leaders of Canada's three principal national parties, seeking your policies on the issues below. We intend to provide your responses to the voters of our province in advance of election day, so we would appreciate your response by April 19, 2011.

Non-responsive to request
Offshore Occupational Health and Safety

On December 13, 2010 Justice Wells made 29 recommendations following his Offshore Helicopter Safety Inquiry. Newfoundland and Labrador subsequently announced its support for all recommendations, including Recommendation 29, which stated that a new, Independent Safety Agency be established to regulate safety in Newfoundland and Labrador’s offshore. Newfoundland and Labrador announced that it would commence discussion on amendments to the Accord Acts with the federal government and also that it supported immediate measures by the Canada-Newfoundland and Labrador Offshore Petroleum Board to separate safety from other operations.

Would a Conservative government support and implement Recommendation 29 to ensure that an Independent Safety Agency is established to regulate safety in offshore Newfoundland and Labrador?
I thank you in advance for providing the information requested in this letter.

Sincerely yours,

[Signature]

KATHY DUNDERDALE
Premier
April 25, 2011

The Honourable Kathy Dunderdale  
Premier of Newfoundland and Labrador  
Confederation Building  
P.O. Box 8700  
St. John’s, Newfoundland and Labrador  
A1B 4J6

Dear Premier Dunderdale:

Thank you for your letter of April 7, seeking the views of the Conservative Party of Canada on a number of critical issues for the citizens of Newfoundland and Labrador.
Offshore Occupational Health and Safety

Like all Canadians, we were deeply moved by the crash of Flight 491 on the way to Hibernia two years ago. We need to improve safety for offshore workers and for the helicopter crews who provide transportation for them. We support the intent of the Offshore Helicopter Safety Inquiry’s Recommendation 29.

The Canada - Newfoundland and Labrador Offshore Petroleum Board is a joint responsibility of the federal and provincial governments, so we understand that any new regulatory body would have aspects of shared jurisdiction and would require major changes in policy and legislation for both of the Governments of Canada and Newfoundland and Labrador.

A re-elected Conservative Government will work with your Government to explore ways to move forward with a response to Recommendation 29.
Yours sincerely,

[Signature]

Leader of the Conservative Party of Canada
Attention: Brian Taylor

Brian,

I'm a writer for the Daily Oil Bulletin.

Will Premier Dunderdale be making a statement on the recommendations in part two of Judge Wells' report, released Monday?

In particular, has there been any progress with Ottawa toward creating a new, stand-alone safety regulator for Newfoundland's offshore? Thanks.

Daily Oil Bulletin,
Calgary, Canada

Tel. (403) 209 - 3501
Toll-free (800) 387 - 2466
Good Morning!

Since the recent change in our government, I felt it was only appropriate to reconnect and inquire if there has been any development regarding the recommendations of the Wells Inquiry in forming an independent committee regarding offshore safety as well as on land.

Over the past 10 months I have sent out numerous resumes to government agencies and private industries with very little interest in the Health, Safety or Environmental field. I find it very discouraging to see that Newfoundland and Labrador has not progressed enough to have a demand for the training that I have acquired.

My resume and cover letter states my qualifications for the following:

(This is to give you an idea of what I am qualified to do.)

My main objective is to remain in Newfoundland, raise my family and to continue contributing to the growth of our province.

I was wondering if you would have any advise to aid me in seeking employment.

*All the Best!*
I am writing as a follow up to my email of January 12, 2011 regarding the difficulty you have been experiencing finding employment in Newfoundland and Labrador. I am pleased to provide you with information about a variety of employment supports and resources available to assist you with your job search. A review of our records indicates that I responded to a similar request from you in October 2010 while you resided outside of the province, and as a result there may be overlapping information contained in this response.

Employment conditions in Newfoundland and Labrador have been improving and we expect employment opportunities to continue growing over the next decade. Looking ahead, there are many great opportunities available for people in Newfoundland and Labrador, and Government is committed to implementing programs, services and initiatives to help ensure individuals throughout the province are prepared to take advantage of these opportunities and that all citizens benefit from our growing prosperity.

One example of this commitment is www.JobsinNL.ca as mentioned in my previous correspondence. If you would like to explore this resource further, please contact the Labour Market and Career Information (LMCI) Hotline, which is part of the Labour Market Development Division of the Department of Human Resources, Labour and Employment. You may contact the LMCI Hotline at 1-800-563-6600 (toll free) to speak directly with a consultant, or by email at LMCIHotline@gov.nl.ca, 8:30 am - 4:30 pm (Monday - Friday).

With reference to developments and recommendations of the Wells Inquiry, the Honourable Kathy Dunderdale announced in December 2010 that the Government of Newfoundland and Labrador supports all of the recommendations of Commissioner Robert Wells. As well, the Transportation Safety Board will release its final report into the Cougar helicopter crash on February 9/11.

As individuals with your training often secure employment within the government sector, you may wish to view the provincial government’s Department of Government Services Occupational Health and Safety Branch. The contact information for the office in your area is as follows:

Occupational Health & Safety
I would also encourage you to forward your resume to Reg Bennett, Director of Occupational Health and Safety, Department of Government Services located 15 Dundee Ave., Mount Pearl, NL, A1N 4R6; telephone number (709) 729-7454, fax 729-3445 or email regbennett@gov.nl.ca.

In addition, the Department of Human Resources, Labour & Employment (HRLE) administers a network of Career Work Centres throughout the province where staff offer a wide range of services, including career planning, resume review, job search supports and interview tips. Information on the services and locations on these centres can be found by following the link above. I encourage you to visit the Career Work Centre in Corner Brook for individualized assistance with your job search. For your convenience, I have included the contact information below:

Furthermore, our provincial labour market and career information website (LMIworks) contains information on a wide range of topics including job search strategies, careers, human resources, occupations, and provincial and regional labour market trends, and is widely used by individuals seeking employment and career supports. This site also provides links to a variety of placement sources including local newspapers, associations/unions and business directories. This resource can be accessed also by clicking Job Search Sources.

I wish you all the best in your future and hope the information provided will be of assistance to you in finding employment in your chosen field.

Sincerely,
ROXIE WHEATON
Assistant Deputy Minister
Regional Operations
Dear Sir or Madam,

Attached please find a letter to Premier Dunderdale from Peter Robinson, CEO of The David Suzuki Foundation. The letter is in regards to the proposed drilling of an exploration well at the Old Harry prospect in the Gulf of St. Lawrence.

Best Regards,

Cecilia

Cecilia Reyes
Executive Coordinator

David Suzuki Foundation
219-2211 West 4th Avenue
Vancouver, BC V6K 4S2
Phone: (604) 732-4228 EXT. 1291
www.davidsuzuki.org

David Suzuki turns 75 this year. How will you celebrate?
March 3, 2011

The Honourable Kathy Dunderdale
Premier of Newfoundland and Labrador
Confederation Building, East Block
P.O. Box 8700
St. John's, NL
A1B 4J6

Dear Premier Dunderdale,

We have recently learned that Corridor Resources Inc., a company based in Nova Scotia, has submitted to the Canada-Newfoundland and Labrador Offshore Petroleum Board (C-NLOPB) a Project Description for drilling an exploration well at the Old Harry prospect in the Gulf of St. Lawrence. We are concerned about this development and wish to share our positions with you.

First, we would like to commend your decision to accept the conclusions and recommendations of the Wells report and to work diligently with the federal government to reform the C-NLOPB and ensure that its governance structure will guarantee the safety of operations, both for workers and our environment. We fully support the conclusions of the Wells report when it states: “The safety of human life must be paramount, followed closely by concern for the environment. These factors ... are at the heart of the argument for the separation of safety regulation from oil exploration and production regulation.” (p. 251)

The Deepwater Horizon catastrophe in the Gulf of Mexico makes it clear that it is necessary to review the regulations and institutional structures that have proven ineffective and have often been plagued by inherent conflicts of interest. Indeed, by delegating the dual responsibility of promoting the development of the offshore drilling industry and ensuring the safety of operations and the protection of the environment, the 25-year-old model of offshore petroleum boards has created an inherent conflict of interest that undermines transparency, safety and sustainability. It is time for Canada to upgrade its regulatory and institutional frameworks on offshore drilling to meet international standards.

Therefore, we believe that the C-NLOPB currently lacks the legitimacy to review Corridor Resources’ exploratory drilling project. In the interests of safety and the protection of our environment, it would be advisable for the C-NLOPB to suspend all review and approval processes until its governance structure is reconfigured to meet the recommendations of Judge Wells. The precautionary principle should guide us in developing an industrial activity that implies real risks to communities and ecosystems.

We also note that drilling in the Gulf of St. Lawrence is different than drilling in the Atlantic. The Gulf of St. Lawrence is an inland sea six and a half times smaller than the Gulf of Mexico. Oil spill simulations conducted by the David Suzuki Foundation show that all five provinces of the Gulf would be at risk in the event of a spill ten times smaller than that of the Deepwater Horizon oil spill. Hundreds of thousands of people live in communities around the Gulf in these provinces. The Gulf of St. Lawrence is also a unique and fragile ecosystem, host to hundreds of species of fish, birds, and mammals, including several endangered species.
We believe that the communities of the Gulf of St. Lawrence should be consulted before any exploratory drilling takes place in the Gulf of St. Lawrence. We also believe that such a rich ecosystem cannot be managed in a fragmented way. We are in need of leadership to create such an integrated and participatory management framework for the entire Gulf. We believe that you are in a unique position to provide this leadership by calling on your colleagues, Premiers Charest, Ghiz, Alward, Dexter, and Prime Minister Harper, to create a process that will lead to coherent and integrated management of the Gulf, now and for future generations.

Premier Dunderdale, the oil sitting at the bottom of the Gulf has been there for millions of years, and it will not disappear in the coming years. We have time to use precaution and to assess all the risks and potential impacts to make sure that any decision we make today will not hurt other communities, or future generations. We have written to Premier Charest and Prime Minister Harper to invite them to join forces with you and set an example for the world to follow.

The first step would be to suspend the review of Corridor Resources' proposal, pending reforms of the governance structure of the C-NLOPB. This would send a strong signal that Newfoundland and Labrador will not compromise on safety and the environment. We offer you our support, should you decide to take leadership in implementing integrated, sustainable management of the Gulf of St. Lawrence.

Please accept our sincerest regards,

Peter Robinson
Chief Executive Officer
The David Suzuki Foundation
April 4, 2011

Mr. Peter Robinson  
Chief Executive Officer  
The David Suzuki Foundation  
219 - 2211 West 4th Avenue  
Vancouver, BC  
V6K 4S2

Dear Mr. Robinson:

Thank you for your letter of March 3, 2011, to Premier Dunderdale, outlining your concerns regarding the impacts of offshore exploration and drilling in the Gulf of St. Lawrence. The Premier has asked me to respond on her behalf.

As you have pointed out, the Canada-Newfoundland and Labrador Offshore Petroleum Board (C-NLOPB) has the responsibility, among other things, to ensure that offshore oil and gas activities proceed in an environmentally acceptable manner. Its mandate is to apply the provisions of the Atlantic Accord and the Atlantic Accord Implementation Acts to all activities in the Newfoundland and Labrador offshore area; and, to oversee operator compliance with those statutory provisions.
The Cougar Helicopter crash in the Newfoundland and Labrador offshore and the Deepwater Horizon incident in the Gulf of Mexico are two tragic events that have highlighted the importance of protection of worker safety and environmental protection in the offshore petroleum industry.

As a proactive measure to address these concerns, our government has fully accepted the conclusions and recommendations of the Offshore Helicopter Safety Inquiry (Wells Inquiry); including Recommendation # 29 that relates to a stand alone safety regulator. We have initiated discussions with the federal government in this regard. As well, in light of the Deepwater Horizon incident, the province has engaged an expert in the area of marine safety and environmental management to perform an independent assessment of the offshore oil spill prevention and response in our offshore area. While we are satisfied with the level of protection in our offshore area, an independent review will help us ensure industry is doing everything it can to prevent and respond to any incident in the offshore.

Our government considers safety and environmental protection paramount in our offshore area, and we appreciate your interest in these important matters. I hope that this letter addresses your concerns.

Yours sincerely,

SHAWN SKINNER
Minister

c. Premier Kathy Dunderdale
Dear Honourable Premier Dunderdale,

We have been watching the progress of the Offshore Helicopter Safety Inquiry with great interest and we were very pleased to hear your announcement on December 13 that the Government of Newfoundland and Labrador supports all of Commissioner Wells' report recommendations to the C-NLOPB. Your decision to establish a separate safety agency with the other involved levels of government is particularly welcome news.

As the work begins to create this new body, we write to urge the Government of Newfoundland and Labrador to consider the fundamental link between safety and environmental protection and to examine the possibility of creating an independent Environmental Authority to match the new safety agency. We elaborate this point in the attached policy brief entitled "A Framework for Effective Environmental Regulation in Newfoundland and Labrador's Offshore Oil and Gas Sector: Applying Lessons from the Offshore Helicopter Safety Inquiry."

We would be happy to discuss this further with you or your staff. Thank you for your attention to worker safety and environmental protection in Newfoundland and Labrador's offshore.

Sincerely,

Angela V. Carter, Political Science & Environmental Studies, Grenfell Campus, Memorial University
&
Dr. Gail S. Fraser, Faculty of Environmental Studies, York University
Angela V. Carter
Assistant Professor, Political Science & Environmental Studies

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A Framework for Effective Environmental Regulation in Newfoundland and Labrador’s Offshore Oil and Gas Sector: Applying Lessons from the Offshore Helicopter Safety Inquiry

A.V. Carter, Political Science & Environmental Studies, Grenfell Campus, Memorial University and Dr. G.S. Fraser, Faculty of Environmental Studies, York University

January 20, 2011

Submitted to Honourable Premier Kathy Dunderdale, Premier of Newfoundland and Labrador

CC:
- Honourable Shawn Skinner, Minister of Natural Resources, Government of Newfoundland and Labrador
- Honourable Christian Paradis, Minister of Natural Resources, Government of Canada
- Honourable Peter Kent, Minister of the Environment, Government of Canada
- Max Ruelokke, C-NLOPB Chairman and CEO
- Honourable Robert Wells QC., Commissioner of the Inquiry into Matters Respecting Helicopter Passenger Safety for Workers in the Newfoundland and Labrador Offshore Area

Synopsis

The tragic crash of the Sikorsky S-92A helicopter crash on March 12, 2009, focused public attention on the need for improved regulation of workers’ safety in Newfoundland and Labrador’s offshore while also raising questions about the adequacy of the regulatory regime surrounding environmental impacts. Safety risks are great in the offshore and so are environmental risks—the BP Deepwater Horizon drill rig explosion in the Gulf of Mexico on April 20, 2010, which took nearly five months to seal and resulted in worker deaths and the contamination of thousands of hectares of ocean, is yet another stark reminder of this fact.

On the basis that worker safety and environmental protection are not independent, we recommend the establishment of an independent Environmental Authority, similar to the proposal of an independent Safety Authority. The Environmental Authority would have three branches: 1) Offshore Waste Treatment Guidelines Compliance, 2) Emergency Response, and 3) Environmental Effects Monitoring Programs Approval and Oversight.

"Regulators are servants of the public."
Honourable Robert Wells, Helicopter Safety Report 2010 (pg 114)

In October 2010, an independent assessment of offshore helicopter safety under the jurisdiction of the Canada-Newfoundland and Labrador Offshore Petroleum Board (C-NLOPB) was released. In this report, Honourable Robert Wells recommends a Safety Authority, which would be independent from the C-NLOPB, to oversee worker safety in the offshore sector. This recommendation was needed owing to several problems
within the current regulatory system deemed inadequate for ensuring the protection of workers. Problems with the safety aspects of the regulations are paralleled by problems in the environmental regulatory system:

1) Lack of safety staff. Only a single individual acts as the Chief Safety Officer with the enormous responsibility of determining if operations should be shut down when safety is at risk. This position lacks the “stature” and “organizational strength” to address safety issues in the new era of offshore oil development (Wells 2010, pg 278). This problem will be exacerbated by the C-NLOPB’s switch to a new performance-based regulatory approach that will require significant new staffing capacity to ensure compliance with safety standards.

2) Lack of autonomous safety staff. The Chief Safety Officer is an employee of the C-NLOPB which could place the person in a conflict of interest. It may also risk he or she experiencing “regulatory capture”, where individuals in the regulatory role are compromised due to close working relationships with industry. A “completely autonomous” safety authority is therefore recommended (Wells, pg 276-277).

3) Lack of transparency regarding Board decisions. Wells notes that “very little information is disseminated [...] about the decisions it undertakes, the plans and activities of the operators [...] or the audits it conducts to verify compliance” (Wells, pg 71).

Given these problems, Judge Wells recommends the creation of a Safety Authority, fully autonomous from the C-NLOPB. A Safety Authority can draw on more safety staff and better engage with the public, as well as communicate decision-making processes. This model follows the best practices implemented in similar jurisdictions such as Australia, Norway and the United Kingdom which have “separated safety regulatory roles from other offshore regulatory roles such as licensing and authorizing exploration and production” (pg 83).

Similar problems are evident in the environmental protection regulation in the offshore. Primarily, there is a lack of independent environmental staff as well as a lack of transparency regarding Board decisions on environmental matters. To address these problems, an environmental regulation body that is independent from the C-NLOPB is required, to be housed alongside the new Safety Authority.

This Environmental Authority would need three main branches related to the key activities involved in protecting the environment during offshore oil and gas activities. These are elaborated below. It is also critical that the Environmental Authority be engaged in all stages of offshore activities, from selecting lands available for leasing to decommissioning.

1) Offshore Waste Treatment Guidelines Compliance (compliance to performance standards). Similar to Judge Wells’ recommendation for enhanced safety personnel, compliance of Waste Treatment Guidelines needs to be “supported by an advisory board of independent persons with widely differing backgrounds” (pg 278). The Advisory Board should include members of the public, scientists and persons knowledgeable about policy, all independent from the oil and gas industry, who have the capacity to evaluate what is technically feasible for performance standards.

2) Emergency Response. Emergency response is the responsibility of the operators however, the immediate and longer-term outcomes of the environmental effects of spills should be documented and measured by a team of experts trained in seabird and marine mammal identification, survey protocols and marine ecology.

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They would report their findings to the Environmental Authority and its Advisory Board. The Environmental Authority needs to ensure on the ground capacity necessary for the collection of such information, as well as to ensure appropriate follow-up measures are taken.

3) Environmental Effects Monitoring (EEM) Programs Approval and Oversight. EEM is a long-term, large scale scientific endeavor to analyze ongoing and cumulative effects of offshore oil and gas activities. Scientific expertise is required to approve EEM design, evaluate the results and disseminate outcomes to the Environmental Authority. Oversight of EEM should be conducted by an independent science advisory board with experts from across Canada. Given the current climate of federal environmental policy, it is not recommended that Environment Canada play a significant role in the proposed EEM board because its employees, including key research scientists, are subject to political constraints on interaction with media and the public. An effective EEM program must be able to efficiently communicate findings to the public and stakeholders.

Guiding Principle: Transparency

To reduce real or perceived conflicts of interest and build trust between regulators and the public, the new Environmental Authority would need to be fully committed to transparency. Throughout each of its branches, a crucial role for the Environmental Authority would be to disseminate information to the public on a regular basis particularly on the outcomes of audits on compliance of Waste Treatment Guidelines, of surveys conducted after spills and of ongoing results associated with EEM programs.

One current barrier to transparency is how environmental data are deemed to be the proprietary information of the operators. Therefore this framework would require the amendment of the Canada-Newfoundland Atlantic Accord Implementation Act section 119 regarding disclosure of information to ensure data necessary for proper environmental monitoring is accessible to third-party scrutiny.

In his final observation of Volume 1 of the “Offshore Helicopter Safety Inquiry,” Judge Wells observes the intertwined and inter-dependent nature of protecting workers and the environment. He writes that “The interests and concerns of the public extend especially to safety, which encompasses prevention of injury, prevention of loss of life, and protection of the environment” (pg. 303). His recommendations for the reorganization of the regulatory regime protecting workers’ safety apply to the regulation regime protecting the environment: both require an increase of staff with sufficient expertise and who are independent of the C-NLOPB and the oil and gas industry. The creation of an autonomous Safety Authority and an Environmental Authority, as in other oil and gas development jurisdictions, is a critical step in increasing the transparency of environmental protection and reducing apparent conflict of interest within the C-NLOPB.

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January 31, 2011

Ms. Angela V. Carter
Political Science & Environmental Studies
Grenfell Campus, Memorial University
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Dr. Gail S. Fraser
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Dear Ms. Carter and Dr. Fraser:

Thank you for your e-mail of January 20, 2011, addressed to Premier Dunderdale along with the attached report entitled; “A Framework for Effective Environmental Regulation in Newfoundland and Labrador's Offshore Oil and Gas Sector: Applying Lessons from the Offshore Helicopter Safety Inquiry”. I have been asked by Premier Dunderdale to respond on her behalf.

We are reviewing your report and will be contacting you as necessary to discuss your findings.

Yours sincerely,

SHAWN SKINNER
Minister

C. Premier Kathy Dunderdale
Honourable Christian Paradis
Mr. Max Ruelokke
Mr. Robert Wells
Mr. P. Kent