Re: Your request for access to information under Part II of the Access to Information and Protection of Privacy Act (Our File: TW/002/2017)

On January 3, 2017, the Department of Transportation and Works received your request for access to the following records:

A list of briefing materials provided to the minister in December 2016

I am pleased to inform you that a decision has been made by the Deputy Minister of Transportation and Works to provide access to some of the requested information. In particular, access is granted to the following records:

- Responsive records include briefing materials that were provided to the Minister of the Department of Transportation and Works in December, 2016.

Access to the remaining records, and/or 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):

27. (2)(b) The head of a public body shall refuse to disclose to an applicant information in a record other than a cabinet record that would reveal the substance of deliberations of Cabinet.

29. (1)(a) The head of a public body may refuse to disclose to an applicant information that would reveal advice, proposals, recommendations, analyses or policy options developed by or for a public body or minister.

P.O. Box 8700, St. John’s, NL, Canada, A1B 4J6
As required by 8(2) of the Act, we have severed information that is unable to be disclosed and have provided you with as much information as possible.

In accordance with your request for a copy of the records, the appropriate copies have been enclosed. 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 copy of this section of the Act has been enclosed for your reference). 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 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 (a copy of this section of the Act has been enclosed for your reference).

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 729-5351 or by email at FrankWalsh@gov.nl.ca.
Sincerely,

Frank Walsh
ATIPP Coordinator
Department of Transportation and Works

Enclosures
Cabinet confidences

27. (1) In this section, "cabinet record" means

(a) advice, recommendations or policy considerations submitted or prepared for submission to the Cabinet;

(b) draft legislation or regulations submitted or prepared for submission to the Cabinet;

(c) a memorandum, the purpose of which is to present proposals or recommendations to the Cabinet;

(d) a discussion paper, policy analysis, proposal, advice or briefing material prepared for Cabinet, excluding the sections of these records that are factual or background material;

(e) an agenda, minute or other record of Cabinet recording deliberations or decisions of the Cabinet;

(f) a record used for or which reflects communications or discussions among ministers on matters relating to the making of government decisions or the formulation of government policy;

(g) a record created for or by a minister for the purpose of briefing that minister on a matter for the Cabinet;

(h) a record created during the process of developing or preparing a submission for the Cabinet; and

(i) that portion of a record which contains information about the contents of a record within a class of information referred to in paragraphs (a) to (h).

(2) The head of a public body shall refuse to disclose to an applicant

(a) a cabinet record; or

(b) information in a record other than a cabinet record that would reveal the substance of deliberations of Cabinet.

(3) Notwithstanding subsection (2), the Clerk of the Executive Council may disclose a cabinet record or information that would reveal the substance of deliberations of Cabinet where the Clerk is satisfied that the public interest in the disclosure of the information outweighs the reason for the exception.

(4) Subsections (1) and (2) do not apply to

(a) information in a record that has been in existence for 20 years or more; or

(b) information in a record of a decision made by the Cabinet on an appeal under an Act.
Policy advice or recommendations

29. (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;

(b) the contents of a formal research report or audit report that in the opinion of the head of the public body is incomplete and in respect of which a request or order for completion has been made by the head within 65 business days of delivery of the report; or

(c) draft legislation or regulations.

(2) The head of a public body shall not refuse to disclose under subsection (1)

(a) factual material;

(b) a public opinion poll;

(c) a statistical survey;

(d) an appraisal;

(e) an environmental impact statement or similar information;

(f) a final report or final audit on the performance or efficiency of a public body or on any of its programs or policies;

(g) a consumer test report or a report of a test carried out on a product to test equipment of the public body;

(h) a feasibility or technical study, including a cost estimate, relating to a policy or project of the public body;

(i) a report on the results of field research undertaken before a policy proposal is formulated;

(j) a report of an external task force, committee, council or similar body that has been established to consider a matter and make a report or recommendations to a public body;

(k) a plan or proposal to establish a new program or to change a program, if the plan or proposal has been approved or rejected by the head of the public body;

(l) information that the head of the public body has cited publicly as the basis for making a decision or formulating a policy; or

(m) a decision, including reasons, that is made in the exercise of a discretionary power or an adjudicative function and that affects the rights of the applicant.
(3) Subsection (1) does not apply to information in a record that has been in existence for 15 years or more.
Access or correction complaint

42. (1) A person who makes a request under this Act for access to a record or for correction of personal information may file a complaint with the commissioner respecting a decision, act or failure to act of the head of the public body that relates to the request.

(2) A complaint under subsection (1) shall be filed in writing not later than 15 business days

(a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or

(b) after the date the head of the public body is considered to have refused the request under subsection 16(2).

(3) A third party informed under section 19 of a decision of the head of a public body to grant access to a record or part of a record in response to a request may file a complaint with the commissioner respecting that decision.

(4) A complaint under subsection (3) shall be filed in writing not later than 15 business days after the third party is informed of the decision of the head of the public body.

(5) The commissioner may allow a longer time period for the filing of a complaint under this section.

(6) A person or third party who has appealed directly to the Trial Division under subsection 52(1) or 53(1) shall not file a complaint with the commissioner.

(7) The commissioner shall refuse to investigate a complaint where an appeal has been commenced in the Trial Division.

(8) A complaint shall not be filed under this section with respect to

(a) a request that is disregarded under section 21;

(b) a decision respecting an extension of time under section 23;

(c) a variation of a procedure under section 24; or

(d) an estimate of costs or a decision not to waive a cost under section 26.

(9) The commissioner shall provide a copy of the complaint to the head of the public body concerned.
Direct appeal to Trial Division by an applicant

52. (1) Where an applicant has made a request to a public body for access to a record or correction of personal information and has not filed a complaint with the commissioner under section 42, the applicant may appeal the decision, act or failure to act of the head of the public body that relates to the request directly to the Trial Division.

(2) An appeal shall be commenced under subsection (1) not later than 15 business days

(a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act, or

(b) after the date the head of the public body is considered to have refused the request under subsection 16(2).

(3) Where an applicant has filed a complaint with the commissioner under section 42 and the commissioner has refused to investigate the complaint, the applicant may commence an appeal in the Trial Division of the decision, act or failure to act of the head of the public body that relates to the request for access to a record or for correction of personal information.

(4) An appeal shall be commenced under subsection (3) not later than 15 business days after the applicant is notified of the commissioner’s refusal under subsection 45(2).
Meeting Note
Department of Transportation and Works
Tornagat Fisheries
3:00 pm Wednesday, December 7, 2016
Clerk’s Boardroom, 1st Floor, East Block

Attendees:
• Department of Transportation and Works
  o Hon. Al Hawkins, Minister, Department of Transportation and Works
  o Lori Anne Companion, Deputy Minister, Department of Transportation and Works
  o John Baker, Assistant Deputy Minister, Department of Transportation and Works
  o Jody Fancey, Executive Assistant, Department of Transportation and Works

• Tornagat Fisheries
  o Keith Watts, General Manager
  o Ron Johnson, Assistant General Manager
  o Randy Edmunds, MHA Torngat Mountains

Purpose of Meeting:
• Tornagat requested this meeting to discuss their experiences with the Labrador North Coast marine service this season, and the future North Coast of Labrador marine service.

Background:
• Tornagat Fish Producers Co-operative Society Limited (Tornagat) is an Aboriginal owned organization, incorporated in 1980 by fishers and plant workers from communities on the North Coast of Labrador. Tornagat’s head office is located in Happy Valley-Goose Bay with processing facilities located in Makkovik and Nain.

• Tornagat exports a variety of fish throughout the world. Included in their exports are: Greenland halibut and by-products; wild arctic char; brine frozen snow crab sections, and Icelandic scallops.

Analysis:
• The current contracts for the provision of service to the North Coast of Labrador are:

<table>
<thead>
<tr>
<th>Service</th>
<th>Contractor</th>
<th>Current Vessel(s)</th>
<th>Current Contract Expiry</th>
<th>Final Extension Date</th>
<th>Contract Cost (2014-15)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Coast Freight</td>
<td>LMI</td>
<td>Astron</td>
<td>March 31, 2017</td>
<td>March 31, 2017</td>
<td>$3.0M</td>
</tr>
<tr>
<td>North Coast Passengers</td>
<td>NMI</td>
<td>Northern Ranger</td>
<td>March 31, 2018</td>
<td>March 31, 2021</td>
<td>$2.6M</td>
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<tr>
<td>North Coast Shore Based Admin</td>
<td>NMI</td>
<td>NA</td>
<td>March 31, 2018</td>
<td>March 31, 2021</td>
<td>$2.7M</td>
</tr>
</tbody>
</table>

Subsection 27(2)(b)
• Torngat provided information on the North Coast service as part of the consultations held in Summer 2015 by the Minister’s Advisory Committee on Labrador Transportation (MAC). At that time, Torngat indicated that the aspects of the service that are working well are:
  o Having two vessels (one freight only and one passenger/freight)
  o Weekly schedule for passenger/freight and 2 week schedule for freight
  o Lewisporte as a terminal port for freight
  o Cooperation among all parties to ensure product movement

• The aspects of the service that Torngat indicated could be improved included:
  o Vessel, shore-based infrastructure, reefers, containers, chassis, turnaround schedule, invoicing
  o Reefers too small, no chassis, require gensets, require 53’ reefers on permanent chassis
  o Ensure preventative maintenance of equipment
  o 8-10 day turnaround for the service
  o All new equipment with 20’ and 53’ reefers (prefer 53’ reefers on chassis for ro-ro (as 20’ reefers have increased Torngat’s shipping costs)).
  o Have Minister’s staff understand the freight service from the ground level
  o TW to stop using the subsidized service as a stop measure to deal with issues
  o TW to stop asking Torngat to buy own reefers instead of dealing with maintenance issues

• Torngat indicated that the best way we can provide an efficient and cost-effective service to the North Coast of Labrador would be to:
  o Separate Black Tickle and Cartwright from the freight service (a smaller service from Cartwright could more appropriately service Black Tickle)
  o Improve port infrastructure
  o Adapt to change in a timely manner
  o Listen to users and take suggestions from users
  o Continue Lewisporte service until South Coast road paved to lower transport costs

• Other comments Torngat provided as part of the consultations conducted by the MAC in Summer 2015 with respect to the North Coast freight service included:
  o No available cold storage facility in Goose Bay to handle the volumes shipped by Torngat (Torngat will not ship produce over any road in Labrador unless it is paved)
  o Review of freight rates is required
  o Ensure a long enough term with new contract to provide stability
  o Ensure vessel and shore-based administration services are provided by the same company

• In response to Torngat’s comments provided as part of the MAC consultations, TW notes:
• Torngat has had various meetings with TW over the years, with the most recent on January 26, 2016 with Minister Hawkins. At that meeting, Torngat discussed marine freight for the North Coast of Labrador and its consequences to Torngat as a company.

• In a follow-up letter dated February 2, 2016, Torngat reiterated a number of previously discussed topics of concern/importance, in hopes for further discussion. These issues included shipping equipment, freight rates, the Minister’s Advisory Committee on Labrador Transportation, and the future marine service.

• Torngat has provided an agenda for the December 7, 2016 meeting that includes similar topics as those outlined in their February 2016 follow-up letter: 2016 shipping season summary; shipping equipment; 2017 shipping improvements; Labrador Transportation Committee; future marine service.

Agenda item #1 (Issue #1)
• 2016 shipping season summary

Analysis
• NMI, the service provider for the shore-based administration contract for the North Coast freight service, has advised TW that Torngat utilizes the majority of the fleet of reefers on the North Coast service due to the significant volumes of product shipped. To diminish the likelihood of this happening, NMI does hold reefer space for groceries, personal frozen goods and other items.

• In addition, NMI advises that the cold storage supplier in Lewisporte who stores Torngat’s product (BNL cold storage) is not open on weekends or holidays. As a result, if the Astron is unloaded in Lewisporte on a Friday, it is not picked up by BNL until Monday. This delays the Astron schedule, as the empty reefers are required to be reloaded. TW notes that the freight vessel follows a set route, but even if TW were to adjust the schedule to try to ensure the freight vessel arrives during the week, weather and other delays will always be a factor.

• TW notes that there was one instance this past season where Torngat had a stock pile of product on hand that they had to move from the plant; TW had to re-route the MV Astron to take the product, interrupting the regular schedule. If this did not occur, there was a risk that Torngat would be shut down.

Potential Speaking Points
• I appreciate your continued co-operation and understanding with respect to the North Coast service, and look forward to continued co-operation in the future.
• TW is mandated to support the residents of remote and isolated communities. While we are very supportive of your company and its operations, we do not provide cold storage facilities
as they are provided by private companies. I would encourage you to work with providers of this service to seek additional cold storage capacity.

Agenda item #2 (Issue #2)
- Shipping equipment

Analysis
- At the January 2016 meeting, Torngat voiced concern with the amount of deterioration to the existing TW-owned equipment since 2011, stating that Torngat continues to be faced with financial implications due to lack of equipment. Torngat indicated a willingness to discuss all possibilities in an attempt to find a solution to benefit both organizations, given the fiscal challenges facing the Province.

Potential Speaking Points
- We acknowledge your requirement for reliable reefers in order to ship your product, but note that other users of the service require reefers as well. The mandate of the Marine Services Branch is to support the residents of remote and isolated communities; although we strive to support Torngat’s needs, we cannot displace residents of the North Coast communities in order to facilitate the needs of a business entity.

Agenda item #3 (Issue #3)
- 2017 shipping improvements

Analysis
- At the January 2016 meeting, Torngat requested that the Department review the rate structure for shipment of 20’ reefers, due to Torngat’s increased shipping costs.

- As part of the consultations conducted by the Minister’s Advisory Committee on Labrador Transportation, Torngat indicated that elements of the North Coast freight service that could be improved included: the vessels and associated infrastructure, vessel schedule (reduce turnaround time), and equipment.

Potential Speaking Points
- We look forward to maintaining open lines of communication with your company with respect to potential improvements to the North Coast freight service as well as any other aspects of our intraprovincial ferry services.

- I greatly appreciate you bringing forward suggestions for improvements to the North Coast service for the 2017 shipping season, and will take your suggestions into consideration as we strive to improve the passenger/freight service to the North Coast of Labrador next season.

Agenda item #4 (Issue #4)
- Labrador Transportation Committee

Analysis
- At the January 2016 meeting, Torngat put forward Ronald Johnson (Assistant General Manager of Torngat Fisheries) for consideration for an addition to the Committee.
• In the February 2016 follow-up letter, Torngat indicated that their company treats the marine service as one of the most important aspects of their business and the entire North Coast of Labrador, and reiterated that Ronald Johnson has been dealing directly with the shipping aspects for their business for over 20 years and can offer valuable input to the benefit of Labrador’s Marine service.

Potential Speaking Points

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Agenda item #5 (Issue #5)

• Future marine service

Analysis

• At the January 2016 meeting, Torngat indicated that there is a need to ensure that any future RFP focuses on the necessary shipping equipment, not just the vessel, and suggested that any significant change to the marine service for the North Coast of Labrador should be planned years in advance to allow individuals and businesses to have the appropriate time to prepare.

• As part of the consultations conducted by the Minister’s Advisory Committee on Labrador Transportation, Torngat indicated that one way to provide a more efficient and cost-effective service to the North Coast would be to separate Black Tickle and Cartwright from the freight service, and provide service to these communities via a smaller service.

Potential Speaking Points

• As part of our commitment to the users of the North Coast ferry service, we will continue to work with residents and businesses in determining future needs.

• I greatly appreciate you bringing forward suggestions for the future of the North Coast marine service. We will certainly take into consideration the issues you have brought forward in the creation of any new tenders/RFPs for the provision of passenger/freight service to the North Coast of Labrador.

Prepared/Approved by: K. Martin/T. English

Deputy Minister’s Approval:

November 23, 2016
Meeting Note
Department of Transportation and Works
Meeting with the Heavy Civil Association of Newfoundland and Labrador Inc.
Wednesday, December 14, 2016 at 8:30 am
TW Executive Boardroom

Attendees:
- Department of Transportation and Works
  - Hon. Al Hawkins, Minister
  - Jody Fancey, Executive Assistant to the Minister
  - Lori Anne Companion, Deputy Minister
  - Joe Dunford, ADM of Transportation

- Heavy Civil Association of Newfoundland and Labrador
  - Keith Ryan, President (United Rentals)
  - Darryl Gillingham, Director (HJ O'Connell)
  - Brian Johnson, Director (Johnsons Construction)
  - Leon House, Director (Nortech Construction)
  - Jim Organ, Executive Director

Purpose of Meeting:
- The meeting was requested by the Heavy Civil Association of Newfoundland and Labrador to discuss nighttime road construction, the multi-year roads plan, and the Association’s Annual General Meeting to be held in January 2017.

Background:
- The Heavy Civil Association of Newfoundland and Labrador represents local member contractor interests in meetings and discussions with government departments and agencies, municipal councils, engineering consultants and the general public. The Association states they are the voice of their members in the road construction, water and sewer and heavy construction industries.

- The Association’s objectives include:
  - To speak for the Heavy Civil industry engaged in highway construction and paving, concrete structure construction, municipal infrastructure projects, water and sewer projects, marine construction and other civil construction projects.
  - To develop and implement approved standard tendering and contractual practices and procedures.
  - To develop rental rates for equipment used in the industry.
  - To promote good working relationships among its Members and Associate Members.
  - Give preference to Associate Members when purchasing materials, services and labour.
  - To help develop Occupational Health and Safety Regulations.
  - To be aware of environmental specifications and regulations.

Agenda item #1 (Issue #1)
- Nighttime Road Construction Pilot Project

Analysis
- TW received public feedback during Summer 2016 due to construction slowdowns that led to a call for nighttime road construction. To-date, this has not been tested in NL.
- TW intends to release a tender in early 2017 for a nighttime road construction pilot project (and a similar control group project) to be conducted in summer 2017.

- The Department will evaluate the pilot project in fall 2017 to determine the potential to implement as part of the provincial roads program in future years based on:
  - Impact on safety of workers and the travelling public;
  - Impact on productivity;
  - Impact on quality;
  - Impact on cost;
  - Impact of traffic flow;
  - Impact on allocation of TW staff resources;
  - Impact on complaints received; and,
  - Responsiveness/preparedness of the construction industry.

- The Heavy Civil Association has cited some concerns with nighttime road construction, including:
  - It is currently challenging to get vehicles to slow down during the day when approaching a construction zone. The Association has noted that it may be more challenging to get drivers to slow down at night;
  - There is the potential for more safety issues, including concerns with artificial lighting, low visibility and chilly nighttime temperatures;
  - There may be a lack of availability of additional labour resources in the nighttime; and,
  - There may be a labour cost premium for nighttime construction.

- The Association has also noted that nighttime road construction may not be allowed within some municipalities between 11 pm and 7 am due to municipal noise bylaws. A significant portion of TW-owned roads on the Avalon Peninsula are within municipalities and covered by municipal noise bylaws.

- Guidelines for nighttime operations have been added to the Traffic Control Manual, including standards for illumination of the work area during darkness.

Potential Speaking Points
- There were a number of complaints this past year about road work undertaken during peak hours and TW received a number of inquiries about why the Province has not moved to nighttime road construction.

- Given that this has not yet been tested in the Province, our intent is to conduct and evaluate a nighttime road construction pilot project next summer. **Subsection 29(1)(a)**

- Our aim for this pilot project is to get concrete information about the implications to inform Government, the Association and the public.

- We will also update our Traffic Control Manual this winter to reflect safety requirements for nighttime operations.
Proposed Actions
• TW will release the tender for a nighttime road construction pilot project (and a similar control group project) in early 2017; conduct nighttime road construction pilot project in summer 2017; and, evaluate the pilot project in fall 2017 to determine the potential to implement as part of the provincial roads program in future years.

Agenda item #2 (Issue #2)
• Update on early tenders and multi-year plan

Analysis
• In March 2016, TW launched the 2016 construction season with the announcement of just over $10 million in early tenders for various road projects across the Province. The projects identified for early tender underwent an assessment and ranking by regional engineering experts, based on criteria such as safety, condition and economic impact.

• Expanding on this, the plan will be updated and released every January and will facilitate the development of tenders in the fall of each year for release in January to capitalize on NL’s short construction season.

• Projects will be prioritized utilizing an enhanced evidence-based approach that takes into consideration traffic volumes, safety, condition, socio-economic impact, preventative value and public input.

• The commitment to a multi-year roads plan was discussed publicly at the event, The Way Forward: Shaping Our Future, on October 11, 2016.

Potential Speaking Points
• In support of your Association’s requests to have predictability with respect to road construction projects and to get the tenders out earlier in the year to allow for full assessment and capitalization of the full construction season, we will be developing and releasing a multi-year roads plan in the new year.

• We will also issue the majority of our tenders in January, February, and March each year.

Proposed Actions
• For information purposes only.

Agenda item #3 (Issue #3)
• The Heavy Civil Association of Newfoundland and Labrador Annual General Meeting

Analysis
• TW is seeking authority to announce early tenders for provincial roads at the Association’s annual General Meeting in January.

Potential Speaking Points
Proposed Actions
• The Minister to announce a release date for the list of projects to be tendered in 2017

Prepared/Approved by: J. Garrett/ T. English and J. Dunford
Deputy Minister’s Approval:

December 13, 2016
Meeting Note
Department of Transportation and Works
Meeting with the Town of Grand Falls-Windsor
Monday, December 19, 2016 at 10:00 am
Town Hall, Grand Falls-Windsor

Attendees:
- Government of Newfoundland and Labrador
  - Hon. Al Hawkins, Minister – Transportation and Works
  - Jerry Dean, MHA – Exploits
  - Bruce McGrath, Regional Director – Transportation and Works
  - Chad Budgell, Constituency Assistant

- Town of Grand Falls-Windsor
  - Barry Manuel, Mayor
  - Amy Coady-Davis, Councilor
  - Bruce Moores, Councilor
  - Darren Finn, Councilor
  - Tom Pinsent, Councilor
  - Mike Browne Jeff Saunders, Town Manager
  - Barry Griffin, Director of Finance

Purpose of Meeting:
- The Town of Grand Falls-Windsor (the Town) has requested a meeting to discuss future use of the former Abitibi Training Centre and mill site, snow clearing on the Trans-Canada Highway, the Arts and Culture Centre, and roads around the community.

Background:
- The Abitibi Mill at Grand Falls-Windsor ceased operations in early 2009 and in February 2010, subsequent to the expropriation of Abitibi assets by the Province, TW was delegated ownership and responsibility for the property at Grand Falls-Windsor.

- In 2014, TW awarded a contract to Delsan for the demolition of all structure at the former Abitibi mill site at no cost to Government. Demolition activity at the site is nearing conclusion.

- In October 2016, TW provided the Town with a $30,000 grant under the Provincial Roads Improvement Program to allow the municipality to complete asphalt repairs to the ramp near the Mount Peyton Hotel.

- The Town has also recently expressed concerns over non-functioning lights above the median on the Trans-Canada Highway. As a high speed/high traffic area, repairs will require lane closures and significant amount signage and safety protocols in keeping with the Department’s Traffic Control Manual and OHS requirements. TW is currently acquiring costing information for both signage and repairs with the expectation to award a contract in the near future.
Agenda item #1 (Issue #1)
• Former Abitibi Training Centre

Analysis
• The local Heritage Society in Grand Falls-Windsor occupies a small rented space in the Abitibi Training Centre building, which is subsidized by the Town. The Town is requesting that the building be turned over to the Town when the mill cleanup project is complete for expanded office and display space for the Heritage Society.

Potential Speaking Points
• I can certainly appreciate the Town’s interest in the facility and we will certainly consider this option once we assess disposal options for the property.

• The government is reviewing all properties and assets the Training Centre will be part of that review. This work is ongoing and will be completed before the end of March.

Proposed Actions
• TW to assess options, in consultation with Environment and Climate Change regarding environmental concerns, early in the New Year and seek direction on the remediation and/or disposal of land and buildings at the former Abitibi Mill site.

Agenda item #2 (Issue #2)
• Former Mill Site - Future plans

Analysis
• The Town has requested that the former Abitibi mill site and associated lands and roadways be conveyed to the Town once the mill was removed and the site remediated. The Town is proposing to rezone the land to support future business development in order to offset some of the negative economic impacts caused by the closure of the mill. However, the Town has concerns of environmental contamination at the site.

• The Town has also expressed interest in working with the Department to realign the former Abitibi access road and connect directly in to Scott Avenue. This would provide the Town with an arterial route around the community from the TCH to the downtown area.

Potential Speaking Points
• I can certainly appreciate the Town’s interest in land and we will certainly consider this option once we assess disposal options for the property.

• TW does not have specific knowledge of any in-ground environmental contamination at the site; however, there is reason to believe they exist based on the use of the former Abitibi Mill. For this reason, TW limited demolition activity at the site to above grade structures. As demolition is nearing completion, the Department will be engaging the Department of Environment and Climate Change early in the New Year on next steps. The site will remain fenced while the Department concludes work on the site and assesses options for conveyance/disposal.

Proposed Actions
• This property will also form part of the review of real estate and asset disposition.
**Agenda item #3 (Issue #3)**

- Southside Road

**Analysis**

- The Town has expressed concerns over the condition of a gravel road behind the former Mill to Noel Paul Bridge. The road is frequently used by cabin owners and hunters and trappers. TW has received complaints regarding the condition of the gravel road; however, the road is a forestry access road and not maintained by the Department or included in Provincial Roads inventory. Fisheries, Forestry and Agrifoods have advised that there are no planned logging operations in the area; therefore, there are no immediate plans to grade the road.

**Potential Speaking Points**

- I appreciate your concerns with the gravel road between the former Mill and Noel Paul Bridge. Unfortunately, as a forestry access road, the gravel road is not maintained by the Department. I am advised that there are no immediate plans to grade this road.

**Agenda item #4 (Issue #4)**

- Grenfell Heights Extension

**Analysis**

- On November 1, 2016, the Town Wrote Minister Hawkins expressing interest in assuming responsibility for Grenfell Heights Extension from the intersection of Newbay Road to Goobies Garage at 479 Grenfell Heights. Prior to assuming responsibility for the road, the Town would request upgrading similar to the existing section of Grenfell Heights owned by the Town, including ductile pipe water line, storm sewer and road reconstruction and paving.

**Potential Speaking Points**

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**Agenda item #5 (Issue #5)**

- Snow clearing

**Analysis**

- TW’s current Level of Service Policy defines the required level of service and road conditions following a storm taking into account traffic volumes, speed limits, temperatures, and the type and rate of precipitation. For example, the department’s Level of Service Policy indicates that the TCH will be cleared during normal operating hours with snow plowing and ice control (i.e., salt) to begin after two centimetres of accumulation. Under the policy, local roads are cleared after six centimetres of accumulation with the use of sand only on hills, curves, and intersections.

**Potential Speaking Points**

- There is no greater priority to our government and the more than 700 employees who work on our provincial roads than the safety of motorist. Our goal is to keep the roads as safe as possible.
• Snow clearing on the Trans-Canada Highway is governed by the Departments Storm response guidelines. There have been no recent changes to our storm response guidelines.

Agenda item #6 (Issue #6)
• Management of the Arts and Culture Centre

Analysis
• Although TW maintained the Arts and Culture Centre in Grand Falls-Windsor, the Department of Business, Tourism, Culture and Rural Development is responsible for the management of Arts and Culture Centres throughout Newfoundland and Labrador.

Potential Speaking Points
• I appreciate your concerns with the management of the Arts and Culture Centre in Grand-Falls-Windsor and I will certainly follow up with my colleague in Business, Tourism, Culture and Rural Development on your behalf.

Proposed Actions
• Follow up with Business, Tourism, Culture and Rural Development.

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Deputy Minister's Approval: L. Companion

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