COR/2019/00992

March 13, 2019

Dear Applicant:

Re: Your request for access to information under Part II of the Access to Information and Protection of Privacy Act [Our File #: TW/028/2019]

On February 13, 2019, the Department of Transportation and Works received your request for access to the following records:

Any messaging or draft messaging prepared for the Department or Minister since January 1st, 2019. In addition, any benchmarks/status updates/lists outlining levels of completion of “The Way Forward” initiatives.

I am pleased to inform you that a decision has been made by the Deputy Minister for Transportation and Works to provide access to some of the requested information. 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):

Subsection 40(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 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 709-729-5351 or by email at ATTW@gov.nl.ca.

Sincerely,

Angela McIntyre
ATIPP Coordinator
Disclosure harmful to personal privacy

40. (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.

(2) A disclosure of personal information is not an unreasonable invasion of a third party’s personal privacy where

(a) the applicant is the individual to whom the information relates;

(b) the third party to whom the information relates has, in writing, consented to or requested the disclosure;

(c) there are compelling circumstances affecting a person’s health or safety and notice of disclosure is given in the form appropriate in the circumstances to the third party to whom the information relates;

(d) an Act or regulation of the province or of Canada authorizes the disclosure;

(e) the disclosure is for a research or statistical purpose and is in accordance with section 70;

(f) the information is about a third party’s position, functions or remuneration as an officer, employee or member of a public body or as a member of a minister’s staff;

(g) the disclosure reveals financial and other details of a contract to supply goods or services to a public body;

(h) the disclosure reveals the opinions or views of a third party given in the course of performing services for a public body, except where they are given in respect of another individual;

(i) public access to the information is provided under the *Financial Administration Act*;

(j) the information is about expenses incurred by a third party while travelling at the expense of a public body;

(k) the disclosure reveals details of a licence, permit or a similar discretionary benefit granted to a third party by a public body, not including personal information supplied in support of the application for the benefit;

(l) the disclosure reveals details of a discretionary benefit of a financial nature granted to a third party by a public body, not including
(i) personal information that is supplied in support of the application for the benefit, or

(ii) personal information that relates to eligibility for income and employment support under the Income and Employment Support Act or to the determination of income or employment support levels; or

(m) the disclosure is not contrary to the public interest as described in subsection (3) and reveals only the following personal information about a third party:

   (i) attendance at or participation in a public event or activity related to a public body, including a graduation ceremony, sporting event, cultural program or club, or field trip, or

   (ii) receipt of an honour or award granted by or through a public body.

(3) The disclosure of personal information under paragraph (2)(m) is an unreasonable invasion of personal privacy where the third party whom the information is about has requested that the information not be disclosed.

(4) A disclosure of personal information is presumed to be an unreasonable invasion of a third party's personal privacy where

   (a) the personal information relates to a medical, psychiatric or psychological history, diagnosis, condition, treatment or evaluation;

   (b) the personal information is an identifiable part of a law enforcement record, except to the extent that the disclosure is necessary to dispose of the law enforcement matter or to continue an investigation;

   (c) the personal information relates to employment or educational history;

   (d) the personal information was collected on a tax return or gathered for the purpose of collecting a tax;

   (e) the personal information consists of an individual's bank account information or credit card information;

   (f) the personal information consists of personal recommendations or evaluations, character references or personnel evaluations;

   (g) the personal information consists of the third party's name where

       (i) it appears with other personal information about the third party, or
(ii) the disclosure of the name itself would reveal personal information about the third party; or

(h) the personal information indicates the third party's racial or ethnic origin or religious or political beliefs or associations.

(5) In determining under subsections (1) and (4) whether a disclosure of personal information constitutes an unreasonable invasion of a third party's personal privacy, the head of a public body shall consider all the relevant circumstances, including whether

(a) the disclosure is desirable for the purpose of subjecting the activities of the province or a public body to public scrutiny;

(b) the disclosure is likely to promote public health and safety or the protection of the environment;

(c) the personal information is relevant to a fair determination of the applicant's rights;

(d) the disclosure will assist in researching or validating the claims, disputes or grievances of aboriginal people;

(e) the third party will be exposed unfairly to financial or other harm;

(f) the personal information has been supplied in confidence;

(g) the personal information is likely to be inaccurate or unreliable;

(h) the disclosure may unfairly damage the reputation of a person referred to in the record requested by the applicant;

(i) the personal information was originally provided to the applicant; and

(j) the information is about a deceased person and, if so, whether the length of time the person has been deceased indicates the disclosure is not an unreasonable invasion of the deceased person's personal privacy.
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
| Action Title | Deliverable and Target Completion Date | Performance Indicators | Self-Assessment | Authorities Needed to Implement | Need to Engage Public/ Stakeholders | Planned Public Announcements | Current Status of Action | Internal Description of Progress | “What We’ve Accomplished”  
(Text for WF Website) |
|--------------|--------------------------------------|-------------------------|-----------------|-------------------------------|--------------------------------------|-----------------------------|-------------------------|-------------------------------|----------------------------------|
| Examine the Value of Public Assets | Our government will seek opportunities to optimize assets to ensure that they generate an economic benefit for the province | **Authorities Needed to Implement**  
-Authorities needed to implement | **Need to Engage Public/Stakeholders**  
-No | **Planned Public Announcements**  
-No | **Current Status of Action**  
-On-going | **Internal Description of Progress**  
-Need to improve | **“What We’ve Accomplished”**  
-Partially completed | |
| Target Completion Date: Not identified | | | | | | | |

**Examine the Value of Public Assets**

-Objectives:
  - Examine the Value of Public Assets
  - Optimize assets to ensure economic benefit

**What We’ve Accomplished**

- As of [Date], the project has made significant progress in the following areas:
  - [Description of progress]
  - [Additional details]
  - [Further achievements]

**What’s Next**

- Actions for the upcoming period:
  - [Next steps]
  - [Progress milestones]
  - [Key priorities]

**Government Strategic Directions Tracking**

| Action Title | Deliverable and Target Completion Date | Performance Indicators | Self-Assessment | Authorities Needed to Implement | Need to Engage Public/ Stakeholders | Planned Public Announcements | Current Status of Action | Internal Description of Progress | “What We’ve Accomplished”  
(Text for WF Website) |
|--------------|--------------------------------------|-------------------------|-----------------|-------------------------------|--------------------------------------|-----------------------------|-------------------------|-------------------------------|----------------------------------|
| Reduce Government’s Building Footprint | $30,000 square foot leased-space reduction in 2020. | ** Authorities Needed to Implement**  
- Authorities needed to implement | **Need to Engage Public/Stakeholders**  
-No | **Planned Public Announcements**  
-No | **Current Status of Action**  
-On-going | **Internal Description of Progress**  
-Significant progress | **“What We’ve Accomplished”**  
-Not yet completed | |
| Target Completion Date: 2020 | | | | | | | |

**Reduce Government’s Building Footprint**

-Objectives:
  - Reduce Government’s Building Footprint
  - Leased-space reduction

**What We’ve Accomplished**

- As of [Date], the project has made significant progress in the following areas:
  - [Description of progress]
  - [Additional details]
  - [Further achievements]

**What’s Next**

- Actions for the upcoming period:
  - [Next steps]
  - [Progress milestones]
  - [Key priorities]

**Reduce Our Fleet of Light Vehicles**

-Objectives:
  - Reduce Our Fleet of Light Vehicles
  - Explore other efficiency options

**What We’ve Accomplished**

- As of [Date], the project has made significant progress in the following areas:
  - [Description of progress]
  - [Additional details]
  - [Further achievements]

**What’s Next**

- Actions for the upcoming period:
  - [Next steps]
  - [Progress milestones]
  - [Key priorities]
<table>
<thead>
<tr>
<th>Action Title, Deliverable and Target Completion Date</th>
<th>Milestones (Timelines)</th>
<th>Performance Indicators</th>
<th>Self-Assessment</th>
<th>Authorities Needed to Implement</th>
<th>Need to Engage Public/Stakeholders</th>
<th>Planned Public Announcements</th>
<th>Current Status of Action</th>
<th>Internal Description of Progress</th>
<th>“What We’ve Accomplished” (Text for WF Website)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace the Waterford Hospital</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>On-going</td>
<td></td>
<td>• On March 29, 2018, the Provincial Government announced the replacement of the Waterford hospital with a new 94-bed, state-of-the-art mental health and addictions facility to be built in St. John’s. The new facility will be built on the Health Sciences Centre campus and will be connected to the existing hospital with site work expected to begin in summer 2019. • In addition to the new facility, a six-bed mental health unit will be established in Happy Valley-Goose Bay and two new permanent psychiatrists will be recruited for that region. • A series of community-based services will also be expanded to communities throughout the province. These services will include assertive community treatment (ACT) and flexible ACT teams, community crisis beds, 24/7 supervised living arrangements and mobile crisis response teams. • A Value-for-Money assessment completed by EY has recommended that the Provincial Government partner with the business community to procure the new facility with a design, build, finance and maintain (DBFM) approach and would result in 12.3 per cent in cost savings over 30 years compared to the traditional design-build methods. • On November 14, 2018 a Request for Qualifications (RFQ) was released to establish an industry short list of DBFM proponents. Businesses that qualify through the RFQ process will receive a Request for Proposals giving them an opportunity to bid on the DBFM project. Contracts have been awarded to engage external procurement/technical/fairness advisors for the project.</td>
</tr>
<tr>
<td>Replace the Waterford Hospital</td>
<td>1. Complete a Value-for-Money assessment (June 2018)</td>
<td>• Value-for-Money assessment completed</td>
<td>On Schedule</td>
<td>Cabinet</td>
<td>No</td>
<td></td>
<td>On-going</td>
<td></td>
<td>• Value-for-Money assessment completed • Request for Proposals for an external procurement/technical/fairness advisor issued • Request for Qualifications for construction issued • Request for Proposals for construction developed</td>
</tr>
<tr>
<td>Replace the Waterford Hospital</td>
<td>2. Issue a Request for Proposals for an external procurement/technical/fairness advisor (Summer 2018)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Request for Proposals for an external procurement/technical/fairness advisor issued</td>
</tr>
<tr>
<td>Replace the Waterford Hospital</td>
<td>3. Issue a Request for Qualifications for construction (Fall 2018)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Request for Qualifications for construction issued</td>
</tr>
<tr>
<td>Replace the Waterford Hospital</td>
<td>4. Develop a Request for Proposals for construction (Spring 2019)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Request for Proposals for construction developed</td>
</tr>
</tbody>
</table>

In 2018-19, our government will proceed with the procurement of a new facility to replace the Waterford Hospital, issue a Request for Proposals to assess need related to community-based stabilization services such as community crisis beds, and introduce additional mobile crisis response units in Central and Western regions as well as additional walk-in clinics under all Regional Health Authorities. Target Completion Date: 2018-19
Joe and Tracy, KM below based on info from Christian and what I have so far.

KEY MESSAGES

Department of Transportation and Works
Ambulance in storm
January 2, 2019

Summary:
An ambulance operator told VOCM that overnight on January 2, an ambulance operator in its way back to Whitbourne from St. John’s became stuck in heavy snow during a storm and was told a plow would not assist them. They eventually waited two hours before assistance arrived.

Anticipated Questions:
- Shouldn’t ambulance operators receive high priority during heavy snow falls and storms? Were the proper procedures followed? Given the forecast and the department previously stating crews work 24/7 on the overnight routes when warranted, were crews our overnight last night? Why couldn’t a plow be sent to provide assistance at 2:30 a.m.?

Key Messages:
- Safety for all motorists, including plow operators, is our top priority. Supervisors at depots often hold equipment at the depots when weather conditions are too unsafe for plow operators, as they did numerous times throughout the province Wednesday.
- Emergency providers are well aware of our dispatch numbers and our plows take pride in providing assistance during emergency situations.
- At 11 p.m. as the ambulance was about to leave St. John’s, it requested an escort to Bay Roberts despite not having any patients. Our supervisor informed the ambulance crew that plows were holding at the depot due to unsafe driving conditions until the conditions improved. It’s disappointing that the ambulance continued on their route.
- At approximately 2:30 a.m., the department had equipment on major arteries including eastbound and westbound TCH, Veterans Memorial Highway, Pitts Memorial Highway and the Outer Ring Road.
- We appreciate the work of first responders and understand they must often work in less than ideal conditions. In situations where they are unaware of driving conditions, we encourage all of them to take an extra minute or two to call our dispatch.
Prepared by: Brian Scott, Director of Communications
Approved by:

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
KEY MESSAGES

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- We appreciate the work of first responders and understand they must often work in less than ideal conditions. In situations where they are unaware of driving conditions, we encourage all of them to take an extra minute or two to call our dispatch.

Prepared by: Brian Scott, Director of Communications
Approved by:
Minister, KM as they stand right now.

Important to note they we appreciate difficult weather conditions that first responders have to work in, but safety must be top priority. Our plow operators know that if it is too unsafe for plows to operate, they can return to the depots.

Sent from my iPhone

Begin forwarded message:

From: "King, Tracy" <TracyKing@gov.nl.ca>
Date: January 2, 2019 at 2:26:38 PM NST
To: "Scott, Brian" <BrianScott@gov.nl.ca>
Cc: "Dunford, Joe" <JoeDunford@gov.nl.ca>
Subject: Re: KM on ambulance in storm

I'm good with this.

Tracy King
Deputy Minister
Transportation and Works
(709)729-3676

The safe way is the only way.

On Jan 2, 2019, at 2:14 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

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KEY MESSAGES

Department of Transportation and Works
Ambulance in storm
January 2, 2019

Summary:
An ambulance operator told VOCM that overnight on January 2, an ambulance operator in its way back to Whitbourne from St. John's became stuck in heavy snow during a storm and was told a plow would not assist them. They eventually waited two hours before assistance arrived.

Anticipated Questions:
- Shouldn't ambulance operators receive high priority during heavy snow falls and storms? Were the proper procedures followed? Given the forecast and the department previously stating crews work 24/7 on the overnight routes when warranted, were crews our overnight last night?
Key Messages:
- We appreciate [REDACTED] concerns and are looking into the matter with staff who worked overnight last night.
- Ambulance operators and other first responders are aware of the department's numbers to call and the department will respond as quickly as possible to provide assistance during an emergency depending on the conditions at that time.
- Plows were operating overnight on the Avalon Peninsula last night. Weather conditions were challenging overnight. With the amount of snow falling, heavy winds and limited visibility, response times to any location by snow clearing equipment can vary.
- The safety of all motorists, including our crews, is always a top priority for the department. It is paramount for all motorists—including our snow plow operators, first responders, and everyone considering driving during the wintertime—to make their safety their top priority. If it is too unsafe to drive, they are advised to stay off the highways.
- Weather conditions can change quickly and is not uncommon for conditions to become too unsafe for our snow plow operators.

Prepared by: Brian Scott, Director of Communications
Approved by:

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
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<Ambulance in storm.docx>
KEY MESSAGES

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Key Messages:
- We appreciate concerns and are looking into the matter with staff who worked overnight last night.
- Ambulance operators and other first responders are aware of the department’s numbers to call and the department will respond as quickly as possible to provide assistance during an emergency depending on the conditions at that time.
- Plows were operating overnight on the Avalon Peninsula last night. Weather conditions were challenging overnight. With the amount of snow falling, heavy winds and limited visibility, response times to any location by snow clearing equipment can vary.
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- Weather conditions can change quickly and it is not uncommon for conditions to become too unsafe for our snow plow operators.

Secondary
- Emergency providers are aware of our dispatch numbers. We appreciate the work of first responders and understand they must often work in less than ideal conditions.
- In situations where they are unaware of driving conditions, we encourage all of them to take an extra minute or two to call our dispatch.

Prepared by: Brian Scott, Director of Communications
Approved by: Tracy King, DM
KEY MESSAGES

Department of Transportation and Works
Snow clearing
January 2

Summary:
With snow in some parts of the province, including Labrador and the west coast, questions are likely to be asked about the province’s snow clearing efforts.

Anticipated Questions:
- People are already complaining about snow clearing in the province. When will government bring back snow clearing for 24 hours a day?

Key Messages:
- Our approach this year is no different than the last two years. On our 14 busiest routes, if weather conditions warrant, snow and ice removal occurs 24 hours a day.
  a. 12 routes: Monday to Friday
  b. Two busiest routes: seven days a week
    i. TCH – Logy Bay to Foxtrap
    ii. Pitts Memorial Drive – New Gower Street to Legion Road
- Last year, crews were scheduled or called in overnight more than 200 times.
- This winter, we’ve added new equipment, including the addition of a second tow plow and two new brine tankers. We have 540 pieces of equipment involved in snow clearing.

Secondary Messages:
- Our current level of service provides for snow clearing within four hours on ALL roads following a weather event.
- This is significantly better than other Canadian provinces, with the exception of Manitoba. But in that province, it only applies to clearing on major routes.

Background
Snow clearing is provided to 289 snow clearing routes throughout the province typically over two scheduled shifts:
Morning shift: 4:30 a.m. to 1:30 p.m.
Evening shift: 1:30 p.m. to 9:30 p.m.
- From 2009-16, 13 of the 289 snow clearing routes in the province had a scheduled workforce (night shift: one to two operators) on between 9:30 p.m. and 4:30 a.m. This represented 4% of the total snow clearing routes.
- Under the new approach, there has been no change to daytime service levels (Morning and Evening shift) for any of the 289 snow routes.
- For the 14 routes listed in Table 1, instead of a scheduled night shift, overnight (9:30 p.m. to 4:30 a.m.) equipment will be mobilized as warranted by weather forecasts such as freezing rain or snow or by judgement call of the Supervisor who is on overnight.

### Table 1 - Nighttime Snowclearing Routes

<table>
<thead>
<tr>
<th>#</th>
<th>Route #</th>
<th>Description</th>
<th>Region</th>
<th>Days Provided</th>
<th>Lane Km</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>151-01</td>
<td>Route 1 (TCH) - from Logy Bay Road to Foxtap, includes ORR.</td>
<td>Avalon</td>
<td>S-S</td>
<td>123.6</td>
</tr>
<tr>
<td>2</td>
<td>151-02</td>
<td>Route 2 (Pitts) - from New Gower Street to Legion Road.</td>
<td>Avalon</td>
<td>S-S</td>
<td>104.5</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Route 3A - Team Gushue Highway</td>
<td>Avalon</td>
<td>M-F</td>
<td>44</td>
</tr>
<tr>
<td>4</td>
<td>152-01</td>
<td>Route 1 (TCH) - Foxtap to Whitbourne</td>
<td>Avalon</td>
<td>M-F</td>
<td>244</td>
</tr>
<tr>
<td>5</td>
<td>152-02</td>
<td>Route 75 - TCH to Carbonear</td>
<td>Avalon</td>
<td>M-F</td>
<td>95</td>
</tr>
<tr>
<td>6</td>
<td>251-01</td>
<td>Route 1 (TCH) - from Whitbourne to Clarenville</td>
<td>Eastern</td>
<td>M-F</td>
<td>315.2</td>
</tr>
<tr>
<td>7</td>
<td>351-01</td>
<td>Route 1 (TCH) - from Notre Dame Junction to Gander</td>
<td>Central</td>
<td>M-F</td>
<td>164</td>
</tr>
<tr>
<td>8</td>
<td>351-02</td>
<td>Route 1 (TCH) - from Gander to Grand Falls-Windsor</td>
<td>Central</td>
<td>M-F</td>
<td>169</td>
</tr>
<tr>
<td>9</td>
<td>351-03</td>
<td>Route 350 (Botwood Highway) - from TCH to Botwood</td>
<td>Central</td>
<td>M-F</td>
<td>32.1</td>
</tr>
<tr>
<td>10</td>
<td>451-01</td>
<td>Route 430 - from Deer Lake to Rocky Harbour</td>
<td>Western</td>
<td>M-F</td>
<td>146.3</td>
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Escorting an ambulance that was NOT in an emergency situation would have put us at a disadvantage if we received a call from an ambulance in an emergency.

Both dispatch and supervisor talked to an ambulance operator.

This is not a decision by the minister. Supervisors balancing the safety needs of everyone on the highway, including plow operators and ambulance operators.

Ambulance wanted an escort. **Major challenges keeping highway open.**

Turnaround time was much longer due to severe weather conditions.

Double the time in the severe weather.

Advisory issued for people to stay off roads due to unsafe conditions.

Doing everything we could to keep highways open.

Approx. 20 calls to dispatch Tuesday night.

Everyone’s safety is paramount.

Meet with **[redacted]** and other responders to ensure we ensure safety for everyone.

Resources were in place to keep highways open.

**Supervisor balancing safety of everyone in the region when it comes to assigning equipment**

Escorting vehicle to Bay Roberts would have meant fewer plows to keep highways open for emergency.

Would have escorted if in emergency situation.

Strive to do better

Get his account of events. Still gathering information

There are lesson learned from this event.

Safety is top priority for everyone. **s. 40(1)**

Meet with **[redacted]** to review policies and procedures.

Gathered as much info as we could during a snow storm. Discuss with night staff again today.

**Brian Scott**
As requested, our previous snow clearing KM.

**KEY MESSAGES**

**Department of Transportation and Works**
**Snow clearing**
November 14

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Government of Newfoundland and Labrador  
e: brianscott@gov.nl.ca  
t: 709.729.3015  
[www.tw.gov.nl.ca][1] | @TW_GovNL
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From: Scott, Brian  
Sent: Wednesday, January 2, 2019 4:18 PM  
To: Crocker, Steve; King, Tracy  
Cc: Drover, Rodney C; Dunford, Joe; Anderson, Eilanda  
Subject: UPDATED KM on snow clearing/ambulance  
Attachments:  

The extra notes we discussed are in secondary messages.  

Reporter says three ambulances stuck. One was Two others belonged to another operation.  

---  

KEY MESSAGES

Department of Transportation and Works  
Ambulance in storm  
January 2, 2019  

Summary:  
An ambulance operator told VOCM that overnight on January 2, an ambulance operator in its way back to Whitbourne from St. John's became stuck in heavy snow during a storm and was told a plow would not assist them. They eventually waited two hours before assistance arrived.  

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- We appreciate concerns and are looking into the matter with staff who worked overnight last night.  
- Ambulance operators and other first responders are aware of the department's numbers to call and the department will respond as quickly as possible to provide assistance during an emergency depending on the conditions at that time.  
- Plows were operating overnight on the Avalon Peninsula last night. Weather conditions were challenging overnight. With the amount of snow falling, heavy winds and limited visibility, response times to any location by snow clearing equipment can vary.  
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Prepared by: Brian Scott, Director of Communications  
Approved by: Tracy King, DM
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Slight revision. One secondary KM removed.

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<td>Avalon</td>
<td>S-S</td>
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<tr>
<td>2</td>
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<tr>
<td>3</td>
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<td>Route 3A - Team Gushue Highway</td>
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<td>M-F</td>
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<tr>
<td>4</td>
<td>152-01</td>
<td>Route 1 (TCH) - Foxtrap to Whitbourne</td>
<td>Avalon</td>
<td>M-F</td>
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<td>152-02</td>
<td>Route 75 - TCH to Carbonear</td>
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<td>251-01</td>
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<td>Route 1 (TCH) - from Notre Dame Junction to Gander</td>
<td>Central</td>
<td>M-F</td>
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<td>8</td>
<td>351-02</td>
<td>Route 1 (TCH) - from Gander to Grand Falls-Windsor</td>
<td>Central</td>
<td>M-F</td>
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</tr>
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<td>Route 350 (Botwood Highway) - from TCH to Botwood</td>
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<td>M-F</td>
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<td>10</td>
<td>451-01</td>
<td>Route 430 - from Deer Lake to Rocky Harbour</td>
<td>Western</td>
<td>M-F</td>
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<td>11</td>
<td>451-02</td>
<td>Route 1 (TCH) - Corner Brook to Deer Lake</td>
<td>Western</td>
<td>M-F</td>
<td>249.8</td>
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<tr>
<td>12</td>
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<td>Western</td>
<td>M-F</td>
<td></td>
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<td>13</td>
<td>451-03</td>
<td>Route 1 (TCH) - Corner Brook to Stephenville</td>
<td>Western</td>
<td>M-F</td>
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<td>R460 from Stephenville to Cold Brook Depot</td>
<td>Western</td>
<td>M-F</td>
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| Total: | 1885.2 |

*Note: Need to verify exact distance for TGH (24 km's plus ramps = 44 kms)*
KEY MESSAGES

Department of Transportation and Works
Interview Notes - Provincial Plow Tracker Expanded to Labrador
January 4

Summary:
• NTV has requested to speak with the Minister about the expansion of the Provincial Plow Tracker service to Labrador.

Key Messages:

1. Currently province-wide, 495 vehicles equipped with Plow Tracker technology.
2. Once fully expanded to Labrador, number will increase to 550 vehicles (55 in Labrador).
3. Vehicles include flyers, graders, loaders, dump trucks, pickups etc.
4. Currently we have 5 of the 10 depots in Labrador on the Provincial Plow Tracker. These depots are located in western and central Labrador and can now be seen on the Plow Tracker. Basically everything west of and including Goose Bay can be seen.
5. Equipment in Southern Labrador will be added in the coming weeks.
6. We will be up fitting 10 depots and 55 pieces of snow clearing equipment with the Plow Tracker technology in Labrador.
7. We have also added the 8 highway cameras in Labrador to the Provincial Plow Tracker as well. This helps make it a “one stop shop” for winter road information.
8. We are currently trouble shooting the remaining equipment in southern Labrador and will be adding them in the coming weeks.

Secondary Messages:

1. The Satellite service updates on the Provincial Plow Tracker at a lower frequency than the cellular service.
2. We’ve had a slight software issue with the Plow Tracker over the last number of days that we are working with the Service provider to resolve.
3. Some of the indicator lines that show where the plow has passed have sometimes been missing. It is a software coding issue.
From: Dunford, Joe  
Sent: Friday, January 4, 2019 11:35 AM  
To: King, Tracy; Drover, Rodney C; Crocker, Steve  
Subject: RE: INTERVIEW NOTES

This flows better...see below.

Joe Dunford, M.Eng. P.Eng.  
Assistant Deputy Minister – Operations  
Transportation and Works  
(709) 729-0648

“Don’t Drive Distracted”

From: King, Tracy <TracyKing@gov.nl.ca>  
Sent: Friday, January 4, 2019 11:33 AM  
To: Drover, Rodney C <RodneyCDrover@gov.nl.ca>; Crocker, Steve <SteveCrocker@gov.nl.ca>  
Cc: Dunford, Joe <JoeDunford@gov.nl.ca>  
Subject: RE: INTERVIEW NOTES

I am confused about the number of depots in Labrador with equip and what is left to be installed. Bullets 4 and 6 seem to conflict.

From: Drover, Rodney C <RodneyCDrover@gov.nl.ca>  
Sent: Friday, January 4, 2019 11:32 AM  
To: Crocker, Steve <SteveCrocker@gov.nl.ca>  
Cc: Dunford, Joe <JoeDunford@gov.nl.ca>; King, Tracy <TracyKing@gov.nl.ca>  
Subject: INTERVIEW NOTES  
Importance: High

Notes for interview:

KEY MESSAGES

Department of Transportation and Works  
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**Rod Drover**
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
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Notes for interview:

**KEY MESSAGES**

**Department of Transportation and Works**

**Interview Notes - Provincial Plow Tracker Expanded to Labrador**

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----------------------------------------
Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneydrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Great. Thanks everyone.

Tracy King
Deputy Minister
Transportation and Works
(709)729-3676

The safe way is the only way.

On Jan 5, 2019, at 1:43 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Will be issuing tweets this afternoon about crews preparing, forecast, cautious driving and what to do if people see flooding or damaged infrastructure.

Sent from my iPhone

On Jan 4, 2019, at 6:39 PM, Crocker, Steve <SteveCrocker@gov.nl.ca> wrote:

Thanks folks.

Sent from my iPhone

On Jan 4, 2019, at 6:38 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Just talked to joe briefly. We will chat this evening about the weekend tweets.

Sent from my iPhone

On Jan 4, 2019, at 6:37 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Comms branch decided to issue only one public advisory from MAE and include some content from our advisory (see here: https://www.releases.gov.nl.ca/releases/2019/mae/0104n02.aspx).

Sent from my iPhone

On Jan 4, 2019, at 5:40 PM, King, Tracy <TracyKing@gov.nl.ca> wrote:

Do we/should we edit this for flooding as well given potential differing impacts of system in different parts of the province.

Tracy King
Deputy Minister
Transportation and Works
(709)729-3676

The safe way is the only way.

On Jan 4, 2019, at 2:06 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:
Minister – with the potential weather system coming on Sunday evening and into Monday, we plan to send this public advisory to comms branch to have on file for issue in case it’s needed. Tracy has approved.

We’ll also be tweeting as well.

Transportation and Works
January 6, 2019

Public Advisory: Advice for Motorists during Anticipated Adverse Weather Conditions

The Department of Transportation and Works is monitoring Environment Canada forecasts indicating a potential for adverse weather, including heavy snow, rain and strong winds for many parts of the province overnight and into tomorrow (Monday, January 7).

Due to the expected weather patterns, motorists should expect particularly slippery road conditions during the morning commute.

Motorists are advised to drive cautiously and plan for longer commuting times to allow for safe driving speeds.

While crews will be clearing snow from provincial roads and highways, motorists are reminded of the following safety advice:

- **Slow down.** Speed limits are for ideal driving conditions. Aggressive driving can lead to accidents and hinder the productivity of snow clearing crews.

- **Keep a safe distance.** Leaving a greater distance between your vehicle and the one in front of you will help prevent a collision if someone suddenly stops or loses control ahead of you.

- **Equip your vehicle for winter driving.** Clear snow and ice from your windshield, windows, headlights and taillights, ensure wipers are in good
working condition and equip your vehicle with winter tires.

- **Stay home.** If you don’t have to be on the road, stay home. Travelling during heavy snowfalls can lead to stranded and abandoned vehicles, which impedes snow clearing operations.

Finally, if you do have to travel, check the latest Environment Canada weather forecasts (link here: <https://weather.gc.ca/warnings/index_e.html?prov=nl>) and visit <www.roads.gov.nl.ca> for road condition reports, live highway cameras and to use the Provincial Plow Tracker tool.

-30-

**Media contact:**
Rod Drover
Transportation and Works
709-729-1758, 730-4607
rodneycdrover@gov.nl.ca

------------------------------------------------------------------------------------------------------------------------

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Media Inquiry
January 8

CBC

Inquiry:

Minutes from the Grand Falls-Windsor town council on November 27th state the provincial government has declined to repair damage to the Mill Manager’s House on the Grand Falls House property in Grand Falls-Windsor.

Is there someone I can speak to about this decision?

Suggested Response:

The Department of Transportation and Works has been working with the Town of Grand Falls – Windsor to complete a transfer of the former Abitibi mill property to the municipality.

The transfer agreement includes the former main mill site; the former Abitibi Training Centre; the former Mill Manager’s house; the former Mill Access Road; and, Grand Falls House, as well as ten acres of land surrounding that property.

The former Mill Manager’s house has unfortunately been destroyed by fire. The remaining structure poses a safety risk and will be demolished as part of preparations to transfer the property to the municipality.
From: Crocker, Steve
Sent: Tuesday, January 8, 2019 2:24 PM
To: Drover, Rodney C
Cc: King, Tracy; Scott, Brian; Anderson, Eilanda
Subject: Re: FOR APPROVAL (MEDIA) - GFW Mill Manager's house

Good for me.

Sent from my iPhone

On Jan 8, 2019, at 2:19 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Minister – response for your approval re: GFW Mill Manager’s house. Tracy has approved.

---

Media Inquiry
January 8

CBC

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Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Media Inquiry
January 9

Allnewfoundlandandlabrador.com

Inquiry:

Hi Rod,

I was looking at some of the reports after tender call recently, namely the Coley’s Point school construction contract -
https://www.tw.gov.nl.ca/TenderingandContracts/reports/2018/December/400949001%20-%202011550%20-%20New%20Coley%27s%20Point%20Primary%20School,%20Bay%20Roberts,%20NL.pdf and I noticed that there were two files for the French school, one for the design of a new K-12 school, and another for renovations to the existing school’s washrooms.

I note that there is no additional information in the file though? Was this recorded separately, and if so is it possible for me to access?


Suggested Response:

The Department of Transportation and Works has received submissions to the Request for Proposals process to construct a new K-12 Francophone school.

The process involves two evaluation stages. Proponents who have made submissions are listed online and are will be evaluated for technical suitability. Those found to meet the technical requirements will progress to the cost evaluation stage. The department expects to award this contract in February 2019.

There were no bids received on the washroom upgrade project at the Francophone school in Labrador City. The department is evaluating options to re-tender the project.
Transportation and Works
January 9, 2018

Media Advisory: Ministers Crocker, Letto to Speak at Heavy Civil Association AGM

The Honourable Steve Crocker, Minister of Transportation and Works, and the Honourable Graham Letto, Minister of Municipal Affairs and Environment, will speak at the Heavy Civil Association of Newfoundland and Labrador Annual General Meeting tomorrow (Thursday, January 10) at the Holiday Inn, Portugal Cove Road, St. John’s, beginning at noon.

The Heavy Civil Association of Newfoundland and Labrador represents the interests of the road construction, water and sewer and heavy construction industries. More information about the association and its Annual General Meeting can be found at www.heavycivilnl.ca.

-30-

Media contact:
Rod Drover
Transportation and Works
(709) 729-1758, 730-4607
rodneycrover@gov.nl.ca
From: Crocker, Steve
Sent: Wednesday, January 9, 2019 3:53 PM
To: Drover, Rodney C
Cc: King, Tracy; Scott, Brian; Anderson, Eilanda
Subject: Re: FOR APPROVAL (MEDIA) - Shared Passing Lanes

Good for me

Sent from my iPhone

On Jan 9, 2019, at 3:25 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Minister – response to the Telegram for your approval re: shared passing lanes. Tracy has approved.

Media Inquiry
January 9

Telegram

Inquiry:

Basically, people are expressing concerns with the safety of shared passing lanes, particularly in certain areas where the shared lanes are on an incline so two cars could be in the same lane heading towards one another but see one another too late (especially if passing a large motor coach or transport truck, for example).

Is this something that the minister is concerned about?

Does the information we have on collisions indicate such lanes are problematic?

Are there plans to eliminate such lanes in the future, especially given an increase in traffic (and, it seems, speeds) on the highways compared to when they were designed back in the 1960s?

Suggested Response:

In areas where there are shared passing lanes on provincial roads, those roads have been designed and built in accordance with national highway standards.

Shared passing lanes exist where sight distances and posted speed limits allow for them. Wherever shared passing lanes are used, clear signage and highway markings are in place to direct motorists to yield the centre lane to oncoming traffic accordingly.

Not all passing lanes on provincial highways are shared. Solid yellow centre lines indicate where passing lanes cannot be shared and passing is prohibited.

Our number one concern on our highways is always safety, and that is why we encourage motorists to pay attention to highway signage and markings, and to slow down and drive to conditions in inclement weather.
Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Good day everyone.

Acknowledgements – President Brad Piercey; incoming President Terry Dunn; Executive Director Jim Organ; Minister Letto; board members and members of the association.

It's good to see many of you again.

Thank you for the opportunity to meet with you here at your AGM. Unfortunately I was unable to make last year's AGM. And I truly regret not being able to attend as I understand there was a lot more sunshine and considerably less snow at the event last year.

It's been about 18 months since I was appointed Minister of Transportation and Works. After I came to this department, it didn't take long for me to realize how important it is for our department to work closely with the Heavy Civil Association to ensure we meet the transportation needs of everyone living in and visiting our province.

As you will hear tomorrow evening from Premier Ball, the five year provincial roads plan, which was developed with considerable input from your organization, has been an effective plan for both government and your members.

Last February, we were here for a roundtable discussion with the road builders at the Holiday Inn. That was the same day we announced the update to the provincial roads plan.

It was certainly a worthwhile experience to hear firsthand the experience and opinions of the people who are out working on our highways, and that even though we often view things from a different lens, it was good to know we share the same goal to see our highways improved.

I can assure you that we are always looking for ways to improve the delivery of services and to ensure we have a safe transportation network for residents, our staff and contractors like yourselves.

Of course, safety for everyone working on our highways is important to us.
You will recall that this past year we piloted a project using technology to record information on vehicles that refuse to slow down in construction zones.

Our staff are working with the three companies to analyze that information over the winter and you will hear in the coming months our plans on next steps to improve safety for all of us.

Each year, your contributions to our province are clearly visible throughout the whole province and this past year was no exception.

We saw the completion of the reconfigured approaches to the Sir Robert Bond Bridge, the new section of the Team Gushue Highway, and great progress on the Trans-Labrador Highway.

As a government, we're pleased to see so many of these highway projects completed, but we have to give credit where credit is due and this is important work your are completing and we are grateful for that.

Finally, this weekend will mark the one year anniversary of the severe storm and flooding on the west coast that closed seven routes, including the Trans-Canada Highway at Little Rapids and Route 450 in the Bay of Islands, both of which had sections that were completely washed out.

By that first evening, a temporary route had been established at Little Rapids and within a few days Route 450 and all four lanes of the Trans-Canada Highway had reopened.

We are thankful for the efforts of your members in these key projects and getting these highways open again so quickly.

Ladies and gentlemen, it's an exciting time to be a part of the road construction industry in Newfoundland and Labrador and I'm sure you will share that excitement when Premier Ball speaks with you tomorrow evening and later this month when we update our roads plan.

Thank you again for the invitation to join you today. I look forward to speaking with many of you personally today and in the days, weeks and months ahead, and again tomorrow evening.

Thank you.
KEY MESSAGES

Department of Transportation and Works
Hospital replacement
January 10

Summary:
A story on the CBC website in December voiced frustration with the replacement of Western Memorial Regional Hospital and noted that once the new hospital opens in 2023, it will be 15 years since government first committed to replacing the hospital.

Anticipated Questions:
• Why has the hospital replacement taken so long? After years of promises and still no hospital, why should residents believe government that construction will start next year and it will open in 2023?

Key Messages:
1. When we formed government in 2015, we discovered the full extent of the province’s financial situation. Difficult decisions had to be made, and we knew we had to start doing business differently and find more effective ways to deliver services.

2. Engaging the private sector to design, build, finance and maintain the hospital and long-term care facilities provides the best value for money. This approach is more responsible to taxpayers compared to other procurement options where the building is maintained by a health care authority.

3. In early 2017, we announced our plan for the health care campus in Corner Brook. The 145-bed long-term care facility would be built first because long-term care patients were in acute bare bed and long-term care was the greater need. The proponent for long-term care was selected by the end of the year.

4. Both projects are on schedule. The long-term care home will open in 2020. The successful proponent for the hospital replacement will be selected in spring 2019. Construction of the new hospital will begin later that year and completed in 2023.

5. We understand the frustration of residents, but once the successful proponent is selected, it will be important for them to stay on schedule and on budget. Financially, they will have a lot of investment in this project and payments to them from government begin when the hospital is operational.

6. The hospital and long-term care home combined are expected to generate an estimated 4,330 person years of employment and $498 million in economic activity. Together, they form the biggest infrastructure project in this region in decades.

Secondary
• We understand the expectation of residents that this project was ready to proceed and only required a final decision by the previous administration. Unfortunately this was not the case. Planning and design had not yet been completed.

Prepared by: Brian Scott, Director of Communications
Approved by: Tracy King, Deputy Minister
Media Inquiry
January 8

CBC

Inquiry:

Hoping you can pass on the most recent numbers for moose-vehicle collisions in NL, including fatalities.

If more detail (eg. breakdowns on month and region) is readily available I’ll take it.

But really all I need for now are basic numbers for the calendar year 2018, plus 2016 and 2017.

Suggested Response:

The below statistics reflect provincial moose-vehicle collision records as of January 8, 2019. It is important to note that these numbers can change over time as additional vehicle collision reports are received from reporting agencies and entered into the database. In particular, the listed 2018 numbers may change significantly as reports from that year are processed over the coming months.

Newfoundland and Labrador
Moose-Vehicle Collision (MVC) Statistics - 2016 to 2018

2016: 599 collisions, 2 fatalities, 140 injuries
2017: 614 collisions, 1 fatality, 143 injuries
2018: 485 collisions, 0 fatalities, 86 injuries
Minister – your quote is highlighted below for approval for MAE’s news release re: joint fed-prov funding for reducing emissions. Tracy has approved.

Municipal Affairs and Environment
Children, Seniors and Social Development
Transportation and Works
January 14, 2019

Over $89 Million in Joint Funding Announced for Low Carbon Economy Leadership Fund

Today, the Provincial and Federal Governments announced $89.4 million in joint funding for the Low Carbon Economy Leadership Fund to support Newfoundland and Labrador’s climate action programs. Over $44 million is being provided over the next four years by each of the Provincial and Federal governments to support programs and projects that will reduce greenhouse gas emissions in this province.

The announcement was made by the Honourable Graham Letto, Minister of Municipal Affairs and Environment at the Newfoundland and Labrador Housing Corporation. Minister Letto was joined by the Honourable Lisa Dempster, Minister of Children, Seniors and Social Development and Minister Responsible for the Newfoundland and Labrador Housing Corporation; and the Honourable Seamus O’Regan, Minister of Veterans Affairs, on behalf of the Minister of Environment and Climate Change, Catherine McKenna.

Ministers announced the first two programs to be supported through the Low Carbon Economy Leadership Funding: the expansion of the Home Energy Savings Program and the Energy Efficiency and Fuel Switching in Public Buildings Program.

Over $6.4 million has been allocated provided from the Provincial Government and over $2.1 million from the Federal Government to expand the Home Energy Savings Program. The existing program provides financial assistance to low-income homeowners towards energy efficiency upgrades for those that heat their homes with electricity, but with the new funding, assistance will also be provided to low-income homeowners that use fuel oil for space heating. The expanded program will provide grants of up to $5,000 to help homeowners reduce energy costs. Additional information is provided in the backgrounder below.

Over $4.37 million has been allocated by the Provincial Government and that amount is being, which will be matched by the Federal Government for a combined investment of approximately $8.75 million to the Energy Efficiency and Fuel Switching in Public Buildings Program over four years (2018-2022). This program is administered through the Department of Transportation and Works and will promote energy efficiency and fuel switching initiatives in government owned and operated buildings, including post-secondary institutions. Additional information is provided in the backgrounder below.

Quotes
“Our government is pleased to collaborate with the Federal Government to leverage over $44 million to improve energy efficiency and promote fuel switching to renewable electricity in our province, which will help lower fuel bills and increase demand for clean, renewable energy. Through the Low Carbon Economy Leadership Fund, residents of Newfoundland and Labrador will benefit from over $89 million in combined funding over the next four
years to address climate change and grow the green economy."
Honourable Graham Letto
Minister of Municipal Affairs and Environment

“Newfoundland and Labrador is taking the lead in tackling climate change and pricing pollution. That’s why Canada is working with the province in funding programs that offer concrete solutions to reducing carbon pollution. These two Programs will help residents of Newfoundland and Labrador retrofit their homes and public buildings, save money in energy costs, and reduce carbon pollution.”
Honourable Catherine McKenna
Minister of Environment and Climate Change Canada

“Min Dempster Quote”

“We are pleased to partner with the Government of Canada on yet another important initiative for Newfoundlanders and Labradorians. We will continue to work together to provide even more efficient and environmentally friendly public buildings for the benefit of taxpayers throughout our province.”
Honourable Steve Crocker
Minister of Transportation and Works

Learn More
Low Carbon Economy Fund

Pan-Canadian Framework on Clean Growth and Climate Change

Home Energy Savings Program: https://www.nlhc.nl.ca/?s=hesp

Media contacts
Lynn Robinson
Municipal Affairs and Environment
709-729-5449, 691-9466
lynnrobinson@gov.nl.ca

Caroline Thériault
Press Secretary
Office of the Minister of Environment and Climate Change
613-462-5473
caroline.theriault2@canada.ca

Jenny Bowring
Newfoundland and Labrador Housing Corporation
709-724-3055
jmbowring@nlhc.nl.ca

Rod Drover
Transportation and Works
709-729-1758, 730-4607
rodneycdrover@gov.nl.ca
Backgrounder

Home Energy Savings Program
Info from Jenny

Energy Efficiency and Fuel Switching in Public Buildings Program

The program supports energy efficiency and fuel switching for residents in existing public buildings that rely on fossil fuels for space heating. The program aims to reduce Greenhouse Gas Emissions and improve energy efficiency in public sector buildings.

The program is supported by approximately $8.75 million over four years (2018-2022) cost-shared 50/50 with the Federal Government. Budget 2018 allocated $1.3 million to the Department of Transportation and Works for implementation of the program, and the department is in the process of prioritizing projects for buildings that will be upgraded, which will to be approved by the Federal Government.

-----------------------------------------------

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodnevdrover@gov.nl.ca
 t: 709.729.1758 | c: 709.730.4607
KEY MESSAGES

Department of Transportation and Works
Mill cleanup
January 14

Summary:
The Department of Transportation and Works is transferring the site of the former Abitibi mill to the Town of Grand Falls-Windsor. Concerns have been raised over contamination of the site from the mill.

Anticipated Questions:
• Will the department clean the site before transferring it to the town? How much has been spent on cleaning the site?

Key Messages:
• The Department of Transportation and Works has been working with the town on an agreement to transfer the land and with the Department of Municipal Affairs and Environment on the treatment of ammonia in the remaining concrete storage tanks.

• The scope of any pollution at the site would be determined by any consultant hired to assess it ahead of any planned new development, as required by law. The transfer agreement will address any environmental liability and include development restrictions on the site.

• Work on the site has involved the hiring of Delsan Aim Environmental Services Inc. to decommission and demolish the old mill. Cost related to that work is approximately $250,000.

Secondary
• We have been working in consultation with the Department of Municipal Affairs and Environment to ensure the process is conducted in accordance with environmental protection laws and does not have a negative impact on the surrounding ecosystem.

• We are also working with Nalcor to determine its requirements to continue operation of the power plant on the former mill site, including a buffer along the Exploits River required for dam safety and areas required for snow clearing and other operations.

• The agreement also includes the former main mill site; the former Abitibi Training Centre; the Mill Manager’s house site; the Mill Access Road; Grand Falls House, and 10 acres of land surrounding that property. The town has offered to transfer approx. five acres of land to the province for the construction of the new 60-bed long-term care facility.

• The treatment of the storage tanks is planned to take place once conditions are suitable and is expected to cost approximately $100,000.

Prepared by: Brian Scott, Director of Communications
Approved by:
Media Inquiry
January 14

CBC

Inquiry:

Could you let me know what the latest is on the LaPoile ferry service tender?

I'm seeing on the website that tenders closed on the 10th:

But I can't seem to find the details of the tender call. Can you direct me to it?

I'm being told that the new specifications have removed a line about "maximum age of 30 years" or something like that. So the service may end up with the same vessels already on the run.

Would you be able to provide me with some information?

Suggested Response:

All of the bids on the RFP to provide ferry services for the seven communities on the south coast were non-compliant March 2018. Following this, department officials met with bidders to discuss the RFP and were told by the bidders that they would need 18 months to two years to be able to acquire a vessel to meet the requirements of the original RFP.

The current contract for the south coast ends March 31, 2019. To ensure there is no disruption of service, a tender was issued for that ferry run in November. It is a two-year contract beginning April 1, 2019, with two additional one-year extensions, if necessary. The vessel must be able to transport a minimum of 20 passengers and be certified by Transport Canada.

The tender has closed and bids are being review. We anticipate awarding the tender in the coming weeks.
Also, should be Cammies Bridge. Just checked with staff here.

Minister, for your approval. Western Star contacted MAE about the rain on the west coast last year. Tracy and Cory have approved. We can discuss talking to [Name Redacted] as well if you prefer.

Western Star (via MAE)

Inquiry:
Are there any numbers for what the province spent on its own infrastructure? I'm thinking about the washouts in Little Rapids and on the south shore of the Bay of Islands.

Suggested Response:
The Department of Transportation and Works has spent approximately $2.3 million in repairs on infrastructure damaged by the rain storm of January 2018. Work that is expected to continue this season includes slope stabilization and culvert replacement at John's Beach and replacing Cammy's Bridge.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador

e: briancott@gov.nl.ca

t: 709.729.3015

www.tw.gov.nl.ca | @TW_GovNL
Media Inquiry
January 9

Telegram

Inquiry:

Basically, people are expressing concerns with the safety of shared passing lanes, particularly in certain areas where the shared lanes are on an incline so two cars could be in the same lane heading towards one another but see one another too late (especially if passing a large motor coach or transport truck, for example).

Is this something that the minister is concerned about?

Does the information we have on collisions indicate such lanes are problematic?

Are there plans to eliminate such lanes in the future, especially given an increase in traffic (and, it seems, speeds) on the highways compared to when they were designed back in the 1960s?

Suggested Response:

In areas where there are shared passing lanes on provincial roads, those roads have been designed and built in accordance with national highway standards.

Shared passing lanes exist where sight distances and posted speed limits allow for them. Wherever shared passing lanes are used, clear signage and highway markings are in place to direct motorists to yield the centre lane to oncoming traffic accordingly.

Not all passing lanes on provincial highways are shared. Solid yellow centre lines indicate where passing lanes cannot be shared and passing is prohibited.

Our number one concern on our highways is always safety, and that is why we encourage motorists to pay attention to highway signage and markings, and to slow down and drive to conditions in inclement weather.
Media Inquiry
January 14

Western Star (via MAE)

Inquiry:
Are there any numbers for what the province spent on its own infrastructure? I'm thinking about the washouts in Little Rapids and on the south shore of the Bay of Islands.

Suggested Response:
The Department of Transportation and Works has spent approximately $2.3 million in repairs on infrastructure damaged by the rain storm of January 2018. Work that is expected to continue this season includes slope stabilization and culvert replacement at John’s Beach and replacing Cammie’s Bridge.
Media Inquiry
January 18

CBC

Inquiry:

I am doing a story on the lawsuit recently filed by Bird Heavy Civil Ltd. against the provincial government with respect to the Placentia bridge contract. The Supreme Court file # is 2019 01G 0416.

If the province wishes to comment, I can be reached by email at this address, or by phone at the numbers listed below.

My deadline for initial versions of the story is 4 p.m. today.

Suggested Response:

As this matter is currently before the Supreme Court, the Department of Transportation and Works cannot offer comment at this time.
Minister, late email on this. On The Go is discussing this today. Our response is below, Joe and Tracy approved. Show starts at 4:00. I'm about to send.

CBC

Inquiry:

We've done an interview with the mayor of Logy Bay Outer Cove about a section of land right next to a bend in the highway that is washing out. The mayor says the town has been contacting the province about their concerns about this particular stretch of road for nearly a year and that it wasn't until the town issued a public advisory that someone from the province contacted them back.

He says even then, he's been told that something will happen, but they're still waiting.

He says the town wants the government to cordon off the area somehow and that it's "deathly serious" and "life-threatening" because there's a lookout point very close by and tourists often stop there to take photos.

"I can just see someone with binoculars, taking photos, and just walking down this way and hitting this." Is anyone from the department available to respond? I'm writing a web story now.

Suggested Response:

Keeping our roads and highways as safe as possible for motorists is a top priority of the Department of Transportation and Works.

Previous repairs have been made at this location. The department has been monitoring this area and barriers are being put in place at this location this evening.

The department will continue to carefully monitor the area and make repairs as required and reminds residents to drive carefully in this area.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
From: Scott, Brian
Sent: Friday, January 18, 2019 1:30 PM
To: Crocker, Steve; King, Tracy
Cc: Drover, Rodney C; Grandy, Cory; Anderson, Eilanda
Subject: Statement, timeline, and KM
Attachments: KM - Light poles.docx

Reviewed and approved by Cory and Tracy.

Statement
Replacing the 13 light poles has taken more money and time than expected. However, we have over 2,300 employees in the Confederation Building Complex, hundreds of visitors each day and a daycare adjacent to the parking lot and safety is our top priority. Our staff must take due diligence to ensure that the right processes are followed.

Timeline
- **Early April**: Light pole falls over, 12 more removed after assessment of poles and concrete structures, staff order three emergency lights and generators
- **May**: Staff begin process to purchase temporary lights instead of purchasing services.
- **June**: Tender issued and awarded to purchase lights and generators.
- **July**: Temporary lights and generators arrive at Confederation Building. Contract for emergency lights and generators ends.
- **August-September**: Department engineers and external structural engineering consultant continue with detailed planning and design to replace poles and concrete bases.
- **October**: Tender for replacement poles issued and awarded.

KEY MESSAGES

Department of Transportation and Works
Light poles
January 17

Summary:
In April 2018, a light pole fell over at Confederation Building. Twelve more were removed the next day as a safety precaution. Since that time, three poles with generators have been used to provide light in the parking lot. The cost to taxpayers from April to January has been $174,000.

Anticipated Questions:
- Why has it taken so long to replace the light poles? Why is the cost so high and why did it take you until October to issue a tender to replace them?

Key Messages:
1. This was a safety issue. We light pole fell over in in the parking lot. We immediately delayed the opening of the Confederation Building and had all 41 poles and their concrete structures assessed. We proactively removed another 12.

2. It's also a safety issue to have an unlit parking lot. We have over 2,300 employees in the building, hundreds of visitors each day and a daycare, so our staff immediately ordered three emergency light poles and generators that needed to be supplied, installed, operated and maintained by a contractor.
3. By the time the first bill had arrived, we had a clearer understanding of the costs and what would be involved to replace the poles. We issued an invited tender and received three quotes to procure our own poles and generators by June.

4. These have been used by contractors in emergencies, such as during repairs to damaged highways on the west coast last year. This is an asset we now have that we can use in future emergencies when necessary.

5. Following this, we engaged a consultant in August, and issued and awarded a tender in October to replace the poles. We are now working with the contractor to ensure this is done as quickly as possible. All of this takes time to ensure we don’t find ourselves in a similar situation a year from now.

6. We are not happy with the cost and this has taken longer than we expected but there are often high costs involved with aging infrastructure and this is one of the reasons we have been so proactive in replacing some of the aging infrastructure that we do have.

7. Light poles are ordered. Following delivery, we anticipate them being installed by early spring.

Prepared by: Brian Scott, Director of Communications
Approved by: Cory Grandy, ADM

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
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t: 709.729.3015
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KEY MESSAGES

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Prepared by: Brian Scott, Director of Communications
Approved by: Cory Grandy, ADM
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Timeline

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<tr>
<th>Month</th>
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Media Inquiry
January 21

[Redacted]
Allnewfoundlandandlabrador.com

Inquiry:


I know you were talking to my colleague [Redacted] about it in the past.

The last correspondence you had with him said that the deadline for expressions had been extended until Jan. 3

Has the province received any new expressions of interest?

Can you say how many or who they are?

How will you decide which application will be selected?

Suggested Response:

The deadline for this Expression of Interest process has now passed. The Department of Transportation and Works and the Department of Tourism, Culture, Industry and Innovation will jointly review submissions received and a public update will be provided once that process is complete.
From: Crocker, Steve
Sent: Monday, January 21, 2019 1:08 PM
To: Drover, Rodney C
Cc: King, Tracy; Scott, Brian; Anderson, Eilanda
Subject: Re: FOR APPROVAL (MEDIA) - Harbour Grace Courthouse EOI

Good for me.

Sent from my iPhone

On Jan 21, 2019, at 11:36 AM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Hi Minister – response for your approval re: the EOI for the Harbour Grace Courthouse. Tracy has approved.

Media Inquiry
January 21

Allnewfoundlandandlabrador.com

Inquiry:

[redacted] here, reporter with allNewfoundlandLabrador.com. I’m looking for a bit of an update on the EOI issued last year for the Harbour Grace Courthouse. I know you were talking to my colleague [redacted] about it in the past. The last correspondence you had with him said that the deadline for expressions had been extended until Jan. 3 Has the province received any new expressions of interest? Can you say how many or who they are? How will you decide which application will be selected?

Suggested Response:

The deadline for this Expression of Interest process has now passed. The Department of Transportation and Works and the Department of Tourism, Culture, Industry and Innovation will jointly review submissions received and a public update will be provided once that process is complete.

-----------------------------------------------
Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Transportation and Works
January 22, 2019

New Strait of Belle Isle Ferry to Begin Service Early

Labrador Marine Inc.’s MV Qajaq W, the ferry formerly known as MV Grete, will begin transporting passengers and vehicles across the Strait of Belle Isle on Friday, January 25, approximately two months earlier than expected.

The ferry arrived in St. John’s on Sunday morning and departs for St. Barbe on Wednesday.

The eight-year-old MV Qajaq W (pronounced “kayak W”) replaces the 49-year-old MV Apollo to service the Strait of Belle Isle. The vessel can transport as many as 300 passengers, 120 passenger vehicles and eight tractor trailers – 60 passengers and 35 vehicles more than the Apollo.

The seven-year-old MV Hiiumaa is currently undergoing modifications in Norway and will beginning servicing communities on the north coast of Labrador and Black Tickle in June, as scheduled.

The two new vessels improve the way passengers, freight, and vehicles are transported throughout Labrador and across the Strait of Belle Isle. Both vessels are fully accessible for passengers with disabilities, 1A ice class certified and capable of operating in heavy sea ice conditions.

The contracts with Labrador Marine are valued at approximately $11.9 million per year for a 12-year term on the Strait of Belle Isle and $14.6 million per year for a 15-year term for northern Labrador. The contract serving northern Labrador will be delivered in working partnership with Nunatsiavut Marine Inc.

These initiatives deliver on commitments in The Way Forward to strengthen the province’s economic foundation and deliver better services and better outcomes for residents. The Way Forward outlines all actions the Provincial Government is taking to achieve a strong, diversified province with a high standard of living, and can be viewed at www.thewayforward.gov.nl.ca.

Quotes
"The investments our government has made in the Trans-Labrador Highway and ferries for the Strait of Belle Isle and northern Labrador are providing stable and improved transportation for Labrador. These modern and accessible ferries will also encourage more tourists to visit communities in Labrador and provide a more comfortable experience for all travellers."
Honourable Steve Crocker
Minister of Transportation and Works

“I am delighted to see the new ferry, MV Qajaq W, come to the waters along Labrador. This will greatly improve marine capabilities for the region, providing a substantial increase for vehicle, cargo, and passenger capacity. It’s also a significant moment for our province as the vessel is named Qajaq, reflecting the Indigenous elements of Labrador which highlights an important piece of our vast history and culture.”

Honourable Lisa Dempster
Minister of Children, Seniors and Social Development and MHA for Cartwright - L’Anse au Clair

“This marks a substantial milestone for St. Barbe - L’Anse aux Meadows district. Not only will MV Qajaq W provide greater capacity for transportation, this investment will deliver half the carbon footprint of its predecessor, is fully accessible for all passengers, and will increase the opportunity for tourism growth. This investment delivers on our government’s promise to provide better services and outcomes for residents.”

Honourable Christopher Mitchelmore
Minister of Tourism, Culture, Industry and Innovation and MHA for St. Barbe - L’Anse aux Meadows

Learn more
The Way Forward

Marine Services

Minister Crocker Announces Stronger, More Reliable Marine Services Transportation Network for Labrador

Provincial Government Enhancing Passenger, Vehicle and Freight Capacity for Northern Labrador Ferry Service

Provincial Government to Increase Passenger, Vehicle and Freight Capacity for Strait of Belle Isle Ferry Services

Follow us on Twitter: @GovNL and @TW_GovNL

Media contact
Rod Drover
Transportation and Works
709-729-1758, 730-4607
rodneycdrover@gov.nl.ca

---------------------------------------------------------------------
Rod Drover
Media Relations Manager
Good with us. Good with you?

Sent from my iPhone

Begin forwarded message:

From: "King, Tracy" <TracyKing@gov.nl.ca>
Date: January 22, 2019 at 11:50:27 AM NST
To: "Scott, Brian" <BrianScott@gov.nl.ca>
Subject: Re: FPT Communique

No issues from me.

Tracy King
Deputy Minister
Transportation and Works
(709)729-3676

The safe way is the only way.

On Jan 22, 2019, at 11:26 AM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Tracy, any issues?

Sent from my iPhone

Begin forwarded message:

From: "Dalton, Krista" <KristaDalton@gov.nl.ca>
Date: January 22, 2019 at 11:25:10 AM NST
To: "Scott, Brian" <BrianScott@gov.nl.ca>
Cc: "Drover, Rodney C" <RodneyCDrover@gov.nl.ca>, "O'Neill, Melony" <MelonyOneill@gov.nl.ca>
Subject: RE: FPT Communique

Hi Brian,

Minister Crocker ok with this?

Thanks
Krista

From: Scott, Brian
Sent: Tuesday, January 22, 2019 9:38 AM
To: Dalton, Krista
Cc: Drover, Rodney C; O'Neill, Melony
Subject: RE: FPT Communique

I see no issues. I'm meeting with the minister soon and will show him and the
deputy.

From: Dalton, Krista <KristaDalton@gov.nl.ca>
Sent: Tuesday, January 22, 2019 9:36 AM
To: Scott, Brian <BrianScott@gov.nl.ca>
Cc: Drover, Rodney C <RodneyCDrover@gov.nl.ca>; O'Neill, Melony <MelonyOneill@gov.nl.ca>
Subject: FPT Communiqué

Hi Brian,

I've attached the communiqué from yesterday's FPT. I was chatting with Luke and he said to flip into our format. Ok with you guys?

Thanks
Krista

Krista Dalton
Media Relations Manager
Service NL
709-729-4748
Follow us on Twitter @ServiceNL
KEY MESSAGES

Department of Transportation and Works
Labrador Marine Services Announcement
January 2019

Summary:
The MV Qajaq W will begin service on the Strait of Belle Isle in January. The new contract delivers a modern vessel with increased capacities for passengers, vehicles and freight.

Anticipated Questions:
Why is government announcing new vessels for Labrador? Is government saving money with this initiative? How will this change affect the Town of Lewisporte?

Notes:
1. Enhanced marine services transportation network that will have significant benefits for residents throughout Labrador and on the island as well.
2. Enhancing travel across the Straits and throughout Labrador open the door to increased tourism and trade.
3. The new vessels are fully accessibility for passengers with disabilities.
4. Vessels also feature full service cafeteria and modern washrooms.
5. The new vessels are highly maneuverable, can dock and unload bow or stern first, and are 1A ice class certified and capable of operating to standard in heavy sea ice conditions.
6. The vessels will increase the overall reliability of the marine services link. Being sister vessels, both are capable of providing service across the Strait of Belle Isle while one is out of service for planned maintenance or refits.
7. The contract for the Strait of Belle Isle is valued at approximately $11.9 million per year for a 12-year term.
8. The contract for the north coast of Labrador is valued at approximately $14.6 million per year for a 15-year term.
9. We are particularly pleased that the contractor has partnered with Nunatsiavut Marine Inc. for the new service to communities on the north coast.
10. The MV Qajaq replaces the almost 50-year-old MV Apollo.
11. The vessel is just seven years old and has a capacity of 300 passengers, 120 passenger vehicles and eight tractor trailers.
12. It will mean significantly increased capacities for the route between Blanc Sablon and St. Barbe, with room for an additional 100 passengers if required and an additional 35 vehicles over the former vessel.

RATES
No change in rates.

APOLLO
Over the last five years:
- An average of 1,223 one-way crossings per year
- Transported an average of 101,500 passengers, 43,900 passenger vehicles and 23,600 commercial vehicles per year.

TRANS-LABRADOR HIGHWAY
- Over the past three years we have invested approximately $85 million in Trans-Labrador Highway.
- We have also secured matched investments from the Government of Canada that will result in a total combined investment of more than $171 million over the course of the project.
- 122 kilometres paved in 2018. Over the last three years: paved over 220 km.

Prepared by: Rod Drover, TW Communications
Approved by: Tracy King, Deputy Minister
Media Inquiry
January 22

[Redacted]

Telegram
[Redacted]

Inquiry:

I am in contact with [Redacted] regarding the Office of the Citizens’ Representative’s finding that the Department of Transportation and Works breached section 37 of the Citizens’ Representative Act and has not provided evidence to [Redacted] to support its position that the access road in question meets safety requirements.

I am wondering if the Department has taken the OCR’s recommendation to take a measurement of the access spacing and sight lines of the access road in its current location, and if so, has the Department provided the information to [Redacted] to support its position that the road meets safety requirements? Where do things currently stand on this matter, from the Department’s viewpoint?

Suggested Response:

The Department of Transportation and Works has been working with the property owner on this case.

In August 2015, the department filed an injunction against the developer, citing that it had constructed its access road without a permit and in non-compliance of the Highway Access Management Policy at the time. The Supreme Court Trial Division ruled in favour of the developer, and it was allowed by law to proceed with construction.

A short time after, changes to the Geometric Design Guide for Canadian Roads by the Transportation Association of Canada required that the provincial Highway Access Management Policy be updated accordingly.

The department values the role of the Office of the Citizens’ Representative and respects its recommendations on this matter. We received the Office’s final report on this matter on January 14, 2019 and will be conducting another site visit and measurement to inform the recommended communication with the property owner, as weather conditions permit.
Media Inquiry
January 18

CBC

Inquiry:

Tony Power, a transport truck driver, tweeted some footage of the bridge on the TCH at Badger this morning, showing rough conditions and traffic moving very slowly across the structure. He says there is also metal and rebar sticking out of the bridge.

We've reported on that state of that bridge before (https://www.cbc.ca/news/canada/newfoundland-labrador/badger-bridge-1.3929201)

Is someone from your office available to comment on the state of the bridge or on any plans to fix/replace it?

Suggested Response:

Frost and fluctuating weather this winter has led to potholes on and near the bridge. When repairs are necessary during the winter, crews throughout the province must wait until weather is safe for both them and motorists and conducive to repairs.

Crews in the Badger area began repairs to the bridge yesterday. Those repairs are continuing today. They will continue to carefully monitor the condition of the bridge and repair as required.

The issues on this bridge are due to deterioration of the asphalt driving surface and do not impact the structural integrity of the bridge.

The department is currently planning an update to the Five-Year-Provincial Roads Plan. The plan has flexibility to add new projects as issues arise and the bridge will be considered to be added to the list of projects for this construction season.
Media Inquiry
January 18

CBC

Inquiry:

We’ve done an interview with the mayor of Logy Bay Outer Cove about a section of land right next to a bend in the highway that is washing out. The mayor says the town has been contacting the province about their concerns about this particular stretch of road for nearly a year and that it wasn’t until the town issued a public advisory that someone from the province contacted them back.

He says even then, he’s been told that something will happen, but they’re still waiting.

He says the town wants the government to cordon off the area somehow and that it’s "deathly serious" and "life-threatening" because there’s a lookout point very close by and tourists often stop there to take photos.

"I can just see someone with binoculars, taking photos, and just walking down this way and hitting this." Is anyone from the department available to respond? I’m writing a web story now.

Suggested Response:

Keeping our roads and highways as safe as possible for motorists is a top priority of the Department of Transportation and Works.

Previous repairs have been made at this location. The department has been monitoring this area and barriers are being put in place at this location this evening.

The department will continue to carefully monitor the area and make repairs as required and reminds residents to drive carefully in this area.
KEY MESSAGES

Department of Transportation and Works
Central Bridges
January 23

Summary:
Motorists in central have been complaining about the conditions of the Badger Bridge and Rushy Pond Bridge. Questions are likely to be asked about when the department plans to replace or repair the bridges.

Anticipated Questions:
- Are these bridges safe? When will these bridges be repaired? When will they be replaced?

Key Messages:
- Crews work hard to mark and repair potholes as soon as they appear. Given our climate and rapidly changing weather conditions, repairing potholes and bridges at this time of year can be a challenge as crews must wait for clear weather conditions that allow a safe environment for both workers and motorists.

- Weather conditions have been ideal for repairs over the last few days and crews are addressing issues as quickly as possible in these areas.

- We’ve had crews fixing potholes the Badger Bridge today and yesterday and a crew also began making repairs to Rushy Pond Bridge today.

- We understand potholes are frustrating for motorists and we appreciate their patience as crews work diligently to expedite repairs as quickly as possible. Crews will also continue to monitor both bridges and make repairs when necessary.

Prepared by: Brian Scott, Director of Communications
Approved by:
Minister, for your approval. Joe and Tracy have approved.

CBC

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Is someone from your office available to comment on the state of the bridge or on any plans to fix/replace it?

Suggested Response:

The freeze-thaw cycle over the last few days has led to potholes on and near the bridge. Crews will mark these areas as we become aware and if deemed necessary will temporarily lower the speed limit to ensure the safety of the motoring public. The local depot will then conduct repairs when weather is favourable.

Crews in the Badger area began repairs yesterday and those repairs are continuing today. They will continue to carefully monitor the condition of the bridge and repair as required.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
From: Dunford, Joe  
Sent: Wednesday, January 23, 2019 8:56 AM  
To: Scott, Brian; Baker, John (TW); Burden, Nancy; Crocker, Steve; Drover, Rodney C; English, Tracy; Grandy, Cory; King, Tracy; Williams, Ann Marie; Anderson, Eilanda; Baldwin, Paul  
Subject: RE: CBC - Transport truck driver says metal, rebar sticks out of the battered bridge

Brian,

Both bridges have recent readily accessible inspection reports posted on our website. Highlights of them below.

- Badger Bridge
  - Currently F1...which means need an inspection within one year but no imminent replacement.
  - The asphalt decking is gone and needs to be replaced.

- Rushy Pond Bridge
  - Currently P3...which means replace within 3 years.
  - Asphalt decking is gone and superstructure is showing signs of deterioration.

I am touching base with my group to see what can be done under the current weather conditions.

Joe Dunford, M.Eng. P.Eng.
Assistant Deputy Minister – Operations
Transportation and Works
(709) 729-0648

"Don't Drive Distracted"

From: Scott, Brian <BrianScott@gov.nl.ca>  
Sent: Wednesday, January 23, 2019 8:46 AM  
To: Baker, John (TW) <JBaker@gov.nl.ca>; Burden, Nancy <burdenn@gov.nl.ca>; Crocker, Steve <SteveCrocker@gov.nl.ca>; Drover, Rodney C <RodneyCDrover@gov.nl.ca>; Dunford, Joe <JoeDunford@gov.nl.ca>; English, Tracy <TEnglish@gov.nl.ca>; Grandy, Cory <corygrandy@gov.nl.ca>; King, Tracy <TracyKing@gov.nl.ca>; Williams, Ann Marie <WilliamsA@gov.nl.ca>; Anderson, Eilanda <EilandaAnderson@gov.nl.ca>; Baldwin, Paul <PaulBaldwin@gov.nl.ca>  
Subject: CBC - Transport truck driver says metal, rebar sticks out of the battered bridge

CBC - 'You would not survive': Badger bridge conditions alarming for drivers

Transport truck driver says metal, rebar sticks out of the battered bridge

CBC News • Posted: Jan 23, 2019 7:32 AM NT | Last Updated: an hour ago

Crumbling pavement, deep potholes and protruding metal make crossing the Trans-Canada Highway bridge in Badger dangerous and frustrating, according to a transport truck driver.

Tony Power tweeted a video Wednesday morning, showing a long line of traffic inching across the bumpy, eroded blacktop.

Power told CBC's Newfoundland Morning that at some points along the bridge rebar juts out, adding that if you
crossed the bridge in a smaller vehicle going at the posted speed limit, "you would not survive."

"On the west side of it, there's an extremely big hole that only came there over the past week or so," he said.

That bridge has been a long-standing source of frustration for Badger residents.

It's been patched up in the past, but said the fixes don't seem to stick.

"It's probably time for a replacement," he said. "It's probably beyond repair."

also posted pictures of the bridge by Rushy Pond, just east of Badger, showing that bridge in similar rough condition.

Brian Scott
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Media Inquiry
January 23

Northern Pen

Inquiry:

I'm working on a story about snowclearing on the road to Cook's Harbour, route 435. My understanding is that the snowblower has been out of service for some time and they've been essentially been left with one lane through most of the winter season. I was wondering what the status of the snowblower was, but also why another snowblower hasn't been used in its place to remove the masses of snow on each side of the road and keep the road widened? Furthermore, what's going to happen with the snowblower? Is it being repaired in St. Anthony? And when is it expected to be back in service? Or will it need to be permanently replaced?

Suggested Response:

The snow blower has returned to service.

While the snow blower was being serviced in St. Anthony, we had temporarily deployed a front-end loader with a snow basket tasked with aiding in clearing and widening the road, in addition to other snow clearing assets operating in the area.

The department recognizes the concerns of residents in Cook's Harbour. The area has experienced back-to-back severe weather systems that have produced high volumes of snow and drifting along the road in recent days.
KEY MESSAGES

Department of Transportation and Works
Infrastructure plan
March 22

Summary:
In March 2018, government updated its five-year infrastructure plan that outlines infrastructure for new and existing infrastructure, such as schools, health care, justice and post-secondary facilities and transportation. More than $2.5 billion will be invested in the five-year plan. This will generate an average of $540 million in GDP and 5,300 person of years of employment per year.

Anticipated Questions:
• Why were these projects chosen? Will you use a P3 approach again?

Key Messages:
1. We are making huge investments in health care and education infrastructure. Four health care projects will continue for several years. Four school projects active over the next four years. That’s continuous work each year that has people working and spending money in their communities.

2. For large projects, we will look at the best ways to build them in a way that is responsible to all taxpayers. We partnered with the business community on the long-term care facility in Corner Brook and we saved $14.6 million compared to traditional procurement methods. It makes sense for us to consider that for future projects.

3. If you look closely at our plans for Corner Brook, you will see a significant boost to the economy for western Newfoundland:
   - Long-term care facility: construction starts this spring.
   - Two projects combined: 4,330 person years of employment; $498 million in economic activity.

4. We know building two major facilities at the same time will have a big impact on the economy to everything from construction jobs, retail jobs, real estate, restaurants and industries such as tourism that depend on an influx of people.

5. In central Newfoundland, the two long term care facilities will also be ongoing at the same time. Construction jobs will be in demand there and when that happens, you can expect economic spinoffs.

6. We’re investing $2.5 billion over the next five years. These are infrastructure projects that will result in people working in all regions of the province and keep them working in their communities. Examples:
   - Long-term care and acute care in Corner Brook
   - Long-term care in central Newfoundland
   - Protective care unit in Botwood
New school for Bay d’Espoir and Gander

7. These are responsible decisions. For example, we know we have an aging population. That demand for services will be more intense if we don’t build that infrastructure. We need to build schools where schools have been destroyed and schools that we know are aging and the school population in these communities will continue.

Secondary
- We are not flush with cash. Oil is not $100 a barrel. We must make responsible decisions where there is a demand, such as schools and health care facilities. We are not buying $50 million vessels that break down frequently.

Prepared by: Brian Scott, Director of Communications
Approved by:
Good for me

Sent from my iPhone

On Jan 25, 2019, at 10:26 AM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Minister – response for your approval re: snow clearing to Cook’s Harbour. Tracy has approved:

Media Inquiry
January 23

Northern Pen

Inquiry:

I’m working on a story about snowclearing on the road to Cook’s Harbour, route 435. My understanding is that the snowblower has been out of service for some time and they’ve been essentially been left with one lane through most of the winter season. I was wondering what the status of the snowblower was, but also why another snowblower hasn’t been used in its place to remove the masses of snow on each side of the road and keep the road widened? Furthermore, what’s going to happen with the snowblower? Is it being repaired in St. Anthony? And when is it expected to be back in service? Or will it need to be permanently replaced?

Suggested Response:

The snow blower has returned to service.

While the snow blower was being serviced in St. Anthony, we had temporarily deployed a front-end loader with a snow basket tasked with aiding in clearing and widening the road, in addition to other snow clearing assets operating in the area.

The department recognizes the concerns of residents in Cook’s Harbour. The area has experienced back-to-back severe weather systems that have produced high volumes of snow and drifting along the road in recent days.

-----------------------------------------------
Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
Minister – response to VOCM for your approval re: line painting. Tracy has approved.

Media Inquiry
January 25

VOCM
feedback@vocm.com

Inquiry:
I’ve noticed that it’s nearly impossible to see any painted lines on the roads over the last few weeks and we’re still very early into the season. Last night driving in the dark and rain it was nearly impossible to know where you were on the road unless you noticed the ruts.

Why isn’t road paint able to stay on the roads? Will it be freshened up before spring? What can the city or department tell me about the type of road paint used, and why it doesn’t stick to the roads.

I know some changes were made many years ago in response to environmental concerns raised by St. John’s Harbour ACAP. Is that the reason why paint doesn’t last?

The paint issue appears to be becoming a serious safety concern. Anyone who would like to speak to this would be appreciated. I had a few follow up questions I’m hoping either of you would be able to find answers for.

Suggested Response:
The topic of road paint longevity is not unique to this province.

This province experiences harsh conditions that paint must endure, from traffic volumes, wide temperature fluctuations and exposure to rain and snow, to significantly more abrasive conditions experienced in winter months where there is combined wear from both the elements, the application of salt and sand and heavy wear from snow clearing equipment.

The department currently uses various road paints, including acrylics and an alkyd/rubber resin blend. We found these to have the best balance between our durability requirements and national environmental standards.

Line painting operations will resume with our seasonal road maintenance program as soon as weather conditions permit.

----------------------------------------------------------------------------------------------------------------------------------
Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
KEY MESSAGES

Department of Transportation and Works
Rural Roads Funding
January 28

Summary:
On January 11, Premier Ball announced $104 million to upgrade local and rural roads over the next nine years. The finding is cost-shared between the province and federal government.

Anticipated Questions:
- What is the criteria for these roads? How will they differ from the roads plan you’ve promoted for the last two years?

Key Messages:
- Beginning this year, we will invest $104 million, including $52 million from the Federal Government, over the next nine years to upgrade local roads in need of repair in rural areas of the province.

- Criteria for these projects will be similar to criteria used in the Five-Year Provincial Roads Plan, with an emphasis on supporting areas with lower traffic volumes but still vital to local industries such as tourism, agriculture and the fishery.

- The multi-year plan for this funding will be announced this winter.

- A Stats Canada report released last year showed the number of people who found highway infrastructure “very good” was third highest in the country; however, there is still a challenge with rural, less-travelled roads. This funding will address that challenge.

- There are many highways in rural areas that may have been recommended by our engineers and the public but did not rank high enough for the roads plan because of the low traffic volumes. This funding will be used for those types of roads.

Secondary Messages:
- The criteria will be similar to the roads plan. Projects will be ranked on evidence, safety concerns, input from our engineers, and the recent public consultation. Many smaller communities depend on their highways for tourism and their local economies. That will also be a factor.

- Depending upon project approvals from the Federal Government, we will be issuing tenders for the rural routes early in the year to help contractors prepare and plan their expenditures.

- Over the past two years, we have paved more than 1,400 lane kilometres through the five-year roads plan, which ranked projects based on safety factors, traffic volumes, and input from the public and our engineers.
Media Inquiry
January 25

s. 40(1)

VOCM
feedback@vocm.com

Inquiry:
I've noticed that it's nearly impossible to see any painted lines on the roads over the last few weeks and we're still very early into the season. Last night driving in the dark and rain it was nearly impossible to know where you were on the road unless you noticed the ruts.

Why isn't road paint able to stay on the roads? Will it be freshened up before spring? What can the city or department tell me about the type of road paint used, and why it doesn't stick to the roads.

I know some changes were made many years ago in response to environmental concerns raised by St. John's Harbour ACAP. Is that the reason why paint doesn't last?

The paint issue appears to be becoming a serious safety concern. Anyone who would like to speak to this would be appreciated. I had a few follow up questions I'm hoping either of you would be able to find answers for.

Suggested Response:
The topic of road paint longevity is not unique to this province.

This province experiences harsh conditions that paint must endure, from traffic volumes, wide temperature fluctuations and exposure to rain and snow, to significantly more abrasive conditions experienced in winter months where there is combined wear from both the elements, the application of salt and sand and heavy wear from snow clearing equipment.

The department currently uses various road paints, including acrylics and an alkyd/rubber resin blend. We found these to have the best balance between our durability requirements and national environmental standards.

Line painting operations will resume with our seasonal road maintenance program as soon as weather conditions permit.
Media Inquiry
January 28

Inquiry:

I’m a reporter with allNewfoundlandLabrador.com and I recently saw that a place called Wildlife Lab in Pasadena, NL is going to be getting some renovations. I’ve been calling around for a couple days now and no one seems to know anything about what this place is or what it does.

For reference here is the report after tender call from the Dept. of Transportation and Works:

To be clear, I know I could reach out to that department (and I have) but right now I’m just looking for info on what the wildlife lab does, and looking for an interview with someone who works there to help put the renovations in scope for our readers.

Hoping you can help. Thanks and all the best.

Suggested Response:

A tender was called to renovate a structure in Pasadena to accommodate a wildlife laboratory to provide services for the Wildlife Division of the Department of Fisheries and Land Resources. The main functions of the laboratory include:

- Necropsy (moose, caribou, polar bear, coyote, lynx, marten, fish, eagle, bat);
- Preparation of specimens for analysis (environmental contaminants, aging, disease);
- Species identification and DNA archiving (plant, insect, spider, lichen, small mammal, various bird groups, hair snag analysis); and
- Forage studies and habitat assessment.

Samples and specimens collected, preserved, and analyzed in the laboratory provide key information for research and management programs and include inland fish (including salmon, trout and invasive fish species), small mammals, bats, song birds, raptors, moose, caribou, black bear, polar bear, coyotes, wolf, lynx, beaver, marten and muskrat. Information gathered from this work contributes to the science foundation for management decisions about conservation and recovery of endangered species, and maintenance of biodiversity, along with the economic, social and cultural use of game species and inland fish resources.
The renovations will result in a functional laboratory space complete with a new freezer/cooler unit for use by staff.

The contract to carry out this work has been awarded to Noble’s Construction Ltd. for approximately $372,000.
Media Inquiry
January 18

CBC

Inquiry:
I would like the Board Dept of TW to meet with the school community to provide some much needed dialogue and information about why this is happening.

- What has changed that the exterior work is now a safety concern?
- From today's date, you now have over eight months to get the necessary work done. Why can't this be done in that period of time?
- Could any non-essential work be put out to periods when the school is unoccupied (winter/Easter/summer 2020)? Is the focus only on the necessary work to get the children back in the school or the entire scope of work?
- Has a fiscal analysis been done as to the extra costs associated with these continued delays?

Suggested Response:

This project has involved assessing the building for damage and potential damage following the collapse of some of the ceilings and then removing ceilings throughout the building.

The department determined the full extent of the damage once the ceiling removal stage was completed this month and determined that the best option was for contractors to repair the interior and exterior at the same time.

Repairing the interior first and postponing exterior repairs to next summer could lead to the same damage happening, more safety risks, more repairs being required and possibly students and staff having to vacate the 90-year-old building again.

Repairing both and the same time allows contractors to ensure we do not end up with water leaking into the building leading to ceilings falling again in the near future.

We understand the school community is anxious to return to the school and we are working with the school district to ensure that can happen as soon as is safely possible.
Media Inquiry
January 29

CBC

Inquiry:

We've been talking with Pacquet councillor Daphne Bowers. She says that the province has the contract to clear the side roads there but for the past two weeks has been told they're too icy for the equipment. We'd like to give the department the opportunity to respond. Is someone available for live tomorrow morning?

Suggested Response:

The side roads in the Town of Pacquet are owned and maintained by the Town but are part of our regular snow clearing operations due to a winter maintenance agreement.

The road known as Bowers Lane is steep and narrow which makes for clearing of this road more difficult for our larger snow plows in very icy conditions. The department made an attempt to sand the road, however, the plow truck was unable to get up the hill.

The Town requested that we provide sand for its own use, which we did on two occasions.

We deployed a grader and crew to the area today to assist with spreading the sand uphill in the problem area. This was completed this morning.

The department is evaluating options for deploying a smaller piece of snow clearing equipment that can regularly service some of the narrower and steeper side roads in the community when icy conditions like those seen this week develop.
From: Scott, Brian
Sent: Tuesday, January 29, 2019 2:50 PM
To: Crocker, Steve; King, Tracy
Cc: Drover, Rodney C; Grandy, Cory
Subject: FW: Tracy: response to — cory approved

Sending this to [REDACTED] for today. Good?

From: King, Tracy <TracyKing@gov.nl.ca>
Sent: Tuesday, January 29, 2019 2:48 PM
To: Scott, Brian <BrianScott@gov.nl.ca>
Cc: Grandy, Cory <corygrandy@gov.nl.ca>, Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Subject: Re: Tracy: response to — cory approved

Fine with me.

Tracy King
Deputy Minister
Transportation and Works
(709)729-3676

The safe way is the only way.

On Jan 29, 2019, at 2:46 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

[REDACTED]

CBC

Inquiry:
I would like the Board Dept of TW to meet with the school community to provide some much needed dialogue and information about why this is happening.
- What has changed that the exterior work is now a safety concern?
- From today’s date, you now have over eight months to get the necessary work done. Why can’t this be done in that period of time?
- Could any non-essential work be put out to periods when the school is unoccupied (winter/Easter/summer 2020)? Is the focus only on the necessary work to get the children back in the school or the entire scope of work?
- Has a fiscal analysis been done as to the extra costs associated with these continued delays?

Suggested Response:

This project has involved assessing the building for damage and potential damage following the collapse of some of the ceilings and then removing ceilings throughout the building.

The department determined the full extent of the damage once the ceiling removal stage was completed this month and determined that the best option was for contractors to repair the interior and exterior at the same time.

Repairing the interior first and postponing exterior repairs to next summer could lead to interior damage occurring again, resulting in more repairs, and higher costs.

Repairing both at the same time allows contractors to ensure we do not end up with water leaking into the building again.
We understand the school community is anxious to return to the school and we are working with the school district to ensure that can happen as soon as is safely possible.

**Brian Scott**  
Director of Communications  
Transportation and Works  
Government of Newfoundland and Labrador  
e: brianscott@gov.nl.ca  
t: 709.729.3015  
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KEY MESSAGES

Department of Transportation and Works
KM – Roads Plan
January 29

Summary:
The Department of Transportation and Works is updating its five-year provincial roads plan. The first two years of the provincial roads plan have resulted in more kilometres being paved. The plan has flexibility to add new projects as new priorities emerge.

Anticipated Questions:
• Will government do night time work this year?

Key Messages:
• Early tenders has led to road work starting earlier. As a result, in the first two years of the roads plan, we have paved more than 600 and 800 lane kilometres respectively. That exceeds totals in previous years. This shows that the plan is working.

• Showing contractors upcoming projects months and years in advance and issuing tenders during the winter months allows contractors to plan their expenditures and their construction seasons.

• The criteria for this year is the same as previous years. Projects are based on evidence: safety, traffic volumes, input from engineers and input from the public.

• In 2019, over $130 million is being invested in highway infrastructure in Newfoundland and Labrador. This includes $77.2 million for the roads plan, more than $40 million in the Trans-Labrador Highway and more than $12 million in other federal funding.

Secondary Messages:
• There are no night time projects planned this year. We learned that night time projects generally cost more and there are still safety issues that need to be addressed. Spending more money for night time projects would mean fewer projects completed. We continue to work with contractors to minimize traffic delays.

Prepared by: Brian Scott, Director of Communications
Approved by: Tracy King, DM
Good for me

Sent from my iPhone

On Jan 29, 2019, at 2:40 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Minister – response for CBC and the Telegram for your approval re: the issue with sanding steep hills in Pacquet. Tracy has approved.

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**Media Inquiry**

**January 29**

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**CBC**

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**Inquiry:**

We’ve been talking with Pacquet councillor Daphne Bowers. She says that the province has the contract to clear the side roads there but for the past two weeks has been told they’re too icy for the equipment. We’d like to give the department the opportunity to respond. Is someone available for live tomorrow morning?

**Suggested Response:**

The side roads in the Town of Pacquet are owned and maintained by the Town but are part of our regular snow clearing operations due to a winter maintenance agreement.

The road known as Bowers Lane is steep and narrow which makes for clearing of this road more difficult for our larger snow plows in very icy conditions. The department made an attempt to sand the road, however, the plow truck was unable to get up the hill.

The Town requested that we provide sand for its own use, which we did on two occasions.

We deployed a grader and crew to the area today to assist with spreading the sand uphill in the problem area. This was completed this morning.

The department is evaluating options for deploying a smaller piece of snow clearing equipment that can regularly service some of the narrower and steeper side roads in the community when icy conditions like those seen this week develop.

---

Rod Drover
Cory and Tracy have approved.

CBC

Inquiry:
I'm told federal land for a new penitentiary has been secured in the White Hills in St. John's. Can you confirm?

Suggested Response:
Between land owned by the Federal Government and the Provincial Government, there is enough land in that area to accommodate a new penitentiary if necessary, rather than having to acquire new land.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
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Media Inquiry
January 30

CBC

Inquiry:

Given this info

There are approximately 180 kilometres of highway left to be paved. By the end of this year, all remaining road construction contracts are anticipated to be awarded. The work could be complete by the end of 2020 depending on weather conditions and contractor productivity. In addition, 22 kilometres of road was re-paved between the Quebec border near L’Anse au Clair towards L’Anse au Loup. This work will continue for another 22 kilometres towards Pinware in 2019.

you will continue to repave and advance... as per the advancement from where are you starting and where are you hoping to be at at the end of the season.

Suggested Response:

As contracts have not yet been awarded for all of our planned work this year, and due to our unpredictable climate, it is still early to predict exactly how much will be paved by the end of the 2019 construction season.

We expect to complete all remaining paving south of Cartwright Junction this year, and we have already issued tenders for a further 80 kilometres of paving between Cartwright Junction and Happy Valley – Goose Bay. We will also resume work to pave from the Quebec Border to Pinware this year, 22 kilometres of which remains between L’Anse au Loup and Pinware.

All remaining work to completely pave the Trans-Labrador Highway could be complete by the end of 2020 depending on weather conditions and contractor productivity.

Over the past three years, we have invested approximately $85 million to completely pave the Trans-Labrador Highway. Matched investments from the Government of Canada will result in a total combined investment of more than $171 million.
Thank you for the invitation to participate today. It’s a pleasure to be here.

We have continued our commitment to Labrador and our track record demonstrates this.

Our ongoing investments to completely pave the Trans-Labrador Highway are creating a safe and reliable transportation network for Labrador. Over the past three years we’ve paved over 220 kilometres of the highway and invested approximately $85 million.
• When you factor in the federal funding we’ve secured, our combined investments in the Trans-Labrador Highway exceed $171 million over the course of the project.

• This work has substantial benefits for key industry sectors such as mining, oil and gas, construction, retail trade, information and cultural industries, and tourism.

• We released the 2019 edition of our Five-Year Provincial Roads Plan just yesterday, and as you’ll see, we have maintained our commitment to maintenance of the highway.
In 2019, over $130 million is being invested in highway infrastructure throughout the province. This includes $77.2 million for the roads plan, more than $40 million in the Trans-Labrador Highway and more than $12 million in other federal funding.

Combined with our announcement of an enhanced ferry network across the Straits and to northern Labrador, we are maintaining our pledge to foster growth and long-term prosperity in Labrador and throughout the province.

The new vessel began its service across the Straits on Sunday, two months ahead of schedule, and it is performing well.
• We are hearing good things so far and are very pleased to deliver a modern and reliable vessel to such a crucial link in our province’s transportation network.

• The new vessel for the north coast will begin its service in June as scheduled, and we are looking forward to providing that for the people of northern Labrador.

• Once that service begins, people in communities like Nain and Makkovik will be able to drive onto the vessel and continue their travels once they reach Happy Valley – Goose Bay.
• We have also completed our review of the pre-feasibility study on the concept of a fixed link and have had initial discussions with the Government of Quebec.

• The viability of such a project requires completion of Route 138 in that province, and early discussions with Quebec indicate they are interested in exploring a collaborative effort with our province and the Government of Canada.

• So as you can see, our work on behalf of the people of Labrador is ongoing and it is substantial. I am pleased to join you today for this important event and I look forward to the many great things on the horizon for the Big Land.

• Thank you.
NOTES:

TRANS-LABRADOR HIGHWAY

- **Work progressed on multiple sections last year.** 122 kilometres paved by the end of the road work season.
  - Work was active:
    - Between Lodge Bay and Cartwright Junction;
    - Between Charlottetown Intersection and Cartwright Junction;
    - Between Blanc Sablon (the Quebec border) and Pinware.

- **On track** to have the highway paved between Red Bay and Cartwright Junction this year.

- **In 2017:**
  - Paved approximately 90 km of the highway from Red Bay to north of Lodge Bay;
  - AND
  - 11 km between the Quebec border and Pinware.

- By the end of this year, we will have tendered all remaining work for the TLH.

- **Over the last three years:**
  - Paved over 220 kilometres of the highway
  - AND
  - Invested approximately $85 million.

- Total **combined federal-provincial** investments of more than $171 million over the course of the project.

FIXED LINK STUDY

- Fixed link **could invite significant benefits.** Could create a more predictable trade corridor and bolster economic and community development.
• Would involve **significant partnerships** with the private sector, as well as the governments of Quebec and Canada.

• Construction cost estimated **between $1.7 billion and $4 billion**. Approximately 11-16 years to complete.

• The pre-feasibility report updates a similar study by the Harris Centre completed in 2004 with new information on geological research, innovations in tunnel technology, labour costs, inflation and other factors that may have an impact on the original cost and time estimates.

• The report evaluates a number of options for a fixed link, from a single tunnel and train to a double tunnel option vehicles can drive through.

• Key differences between the original 2004 report estimates and the updated report’s estimates are:
  a. Construction cost: $1.18 billion in 2004 ($1.8 billion today)
  b. Project timeline: 10 years in 2004 (12 years today)
  c. Annual operating cost: $7.6 million in 2004 ($8.7 million today)

• The updated study cost approximately $260,000, $112,000 of which has been contributed by the Atlantic Canada Opportunities Agency (ACOA).

• The viability of the fixed link requires completion of Route 138 in Quebec. Early discussion with Quebec indicates they are interested in exploring a collaborative effort with our province and the Government of Canada.

**NEW FERRIES**

• **New vessel for the Straits began sailing early.** MV Qajaq W
  o First trip Sunday, January 27

• **New vessel for north coast will begin June 15, as scheduled**

• **Features** of both new vessels:
  o highly maneuverable
  o can dock and unload bow or stern first
- 1A ice class certified, capable of operating to standard in heavy sea ice conditions
- full accessibility for passengers with disabilities, a full service cafeteria and modern washrooms

- First time in the province’s history, **communities in northern Labrador will have roll-on, roll-off ferry services** for a minimum of 20 passenger vehicles

- North coast will receive **freight service weekly**, rather than one every two weeks

- **Contract for the Strait of Belle Isle** - $11.9 million per year for a 12-year term.

- **Contract for the north coast** - $14.6 million per year for a 15-year term, delivered in partnership with Nunatsiavut Marine Inc.

**Straits Vessel**
1. The MV Qajaq is just eight years old and has a capacity of up to 350 passengers, 120 passenger vehicles and eight tractor trailers.

2. Significantly increased capacities for the route between Blanc Sablon and St. Barbe – **room for an additional 60 passengers and an additional 35 vehicles over the MV Apollo.**

**North Coast Vessel**
1. The MV Hiiumaa will replace the 47-year-old MV Astron and the 32-year-old MV Northern Ranger.

2. The seven-year-old vessel will bring increased capacities to the route from Happy Valley - Goose Bay through Rigolet, Makkovik, Postville, Hopedale, Natuashish, Nain, and Black Tickle with room for minimum 300 passengers, 125 units of freight and a minimum of 20 passenger vehicles.
KEY MESSAGES

Department of Transportation and Works
Location of New Provincial Mental Health and Addictions Facility
January 29

Summary:
Concerns have been raised by the deputy mayor of St. John’s about potential flooding at the Health Sciences Centre. A berm is being built to mitigate the risk of flooding. Plans have been underway to build the berm for years. The berm addresses an existing issue with possible flooding and will not create more issues.

Anticipated Questions:
• Why are you building a mental health facility at the site if you know this flooding issue exists? Will this create other issues for nearby buildings?

Key Messages:
• Considerable analysis went into selecting the Health Science Centre as the optimal location for a new mental health and addictions hospital. It provides close proximity to other medical resources and will help eliminate the stigma around mental health.

• The location has been well-studied by engineers who have advised that construction of a berm will address concerns over flooding.

• We have fully briefed the mayor, deputy mayor and city council on site-management plans and measures that we are taking to address water management, as well as parking and traffic.

Secondary Messages
• Mental health professionals and advocates collectively applauded the Health Sciences Centre as being the best location for this new facility.

• The hospital campus will include a new 500+ vehicle parking garage that will go a long ways in addressing pressures experienced at the hospital, and conversations are ongoing with the city and university on traffic in the area.
Minister, with your approval we will send the statement below to vocm tonight in case they run the PC news release on mental health hospital/flood plain tomorrow. Tracy and Cory approved.

Sent from my iPhone

Begin forwarded message:

From: "Grandy, Cory" <corygrandy@gov.nl.ca>
Date: February 1, 2019 at 4:47:42 PM NST
To: "King, Tracy" <TracyKing@gov.nl.ca>, "Scott, Brian" <BrianScott@gov.nl.ca>
Cc: "Drover, Rodney C" <RodneyCDrover@gov.nl.ca>
Subject: RE: Statement re: berm/flood plain

Me too

From: King, Tracy <TracyKing@gov.nl.ca>
Sent: Friday, February 1, 2019 4:46 PM
To: Scott, Brian <BrianScott@gov.nl.ca>; Grandy, Cory <corygrandy@gov.nl.ca>
Cc: Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Subject: RE: Statement re: berm/flood plain

Good for me if it’s good for Cory.

From: Scott, Brian <BrianScott@gov.nl.ca>
Sent: Friday, February 1, 2019 4:42 PM
To: Grandy, Cory <corygrandy@gov.nl.ca>; King, Tracy <TracyKing@gov.nl.ca>
Cc: Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Subject: RE: Statement re: berm/flood plain

Good suggestions, Revised. Good?

Considerable analysis went into selecting the Health Science Centre as the optimal location for a new mental health and addictions hospital. It provides close proximity to other medical resources and will help eliminate the stigma around mental health.

Government is taking the necessary precautions to protect the hospital and mental health and addictions facility during a significant amount of rainfall by building a berm at the site. The berm enables more water to be retained and prevents water from spilling onto other properties. This addresses a current issue and does not add more risk to nearby properties.

The plan to build a berm was put in place to protect the hospital long before the decision was made to build the new mental health facility at the same location. Now that the new mental health and addictions facility will be built at the site, government and Eastern Health are modifying the plan to protect the additional space required for new mental health facility.
Couple of comments from me. I’d like to delete the last sentence about mun. No need to introduce another entity in my opinion. Let’s keep it simple.

In the second last sentence where it says “both facilities” can we change to “....to protect the additional space required for new mental health facility”

Sent from my iPhone

On Feb 1, 2019, at 4:31 PM, King, Tracy <TracyKing@gov.nl.ca> wrote:

Can you please resend the messages from the other day?

---

The new mental health and addictions facility will be built adjacent to the Health Sciences Centre to reduce the stigma of mental health, eliminate patient transfers from off site, and to share services that will create operational efficiencies for patients. Mental health professionals and advocates have determined this location will provide the best care for patients.

Government is taking the necessary precautions to protect the hospital and mental health and addictions facility during a significant amount of rainfall by building a berm at the site. The berm enables more water to be retained and prevents water from spilling onto other properties. This addresses a current issue and does not add more risk to nearby properties.

The plan to build a berm was put in place to protect the hospital long before the decision was made to build the new mental health facility at the same location. Now that the new mental health and addictions facility will be built at the site, government and Eastern Health are modifying the plan to protect both facilities. It will also protect nearby MUN buildings.

Brian Scott
Director of Communications
Transportation and Works
Government of Newfoundland and Labrador
e: brianscott@gov.nl.ca
t: 709.729.3015
www.tw.gov.nl.ca | @TW_GovNL
KEY MESSAGES

Department of Transportation and Works
Brush clearing safety
January 31

Summary:
The Official Opposition has criticized the department’s five-year roads plan for not announcing plans to install moose fencing along provincial highways.

Anticipated Questions:
- Will you install moose fencing on provincial highways? What are you doing to reduce moose-vehicle collisions?

Key Messages:
- A 2014 report on moose fencing found mixed results with moose fencing and an increase in the number of accidents clustered near fence ends.

- In each of the last two years, we have invested more than $2 million in brush clearing. Our brush clearing has focused on areas with traffic volumes and moose-vehicle collision rates.

- We have said many times that safety on our highways is a top priority for our department. This includes mitigating moose-vehicle collisions, sharing information we have collected in areas with higher speeds with the police, public education and making highway infrastructure safer.

- In addition, our five-year roads plan uses safety and deterioration factors in how paving projects are ranked and has led to 800 lane kilometres improved in the last two years alone.

- On Veterans Memorial Highway, which has seen a high rate of fatalities in recent years, we are adding climbing lanes and digital speed counters to help reduce speeding. This construction season, we will be adding centre line rumble strips for the first time in our province’s history. All of this makes highways safer.

Background
- The study is based on fencing installed:
  - 1.5 km on Salmonier Line (Route 90) in 2011
  - 2 km on the TCH east of Grand Falls-Windsor in 2011
  - 17 km at the TCH west of Gallants Road (Route 402) and Route 460 near Black Duck Siding in 2012

Prepared by: Brian Scott, Director of Communications
Approved by: Tracy King, DM
KEY MESSAGES

Department of Transportation and Works
St Alban’s
February 4, 2019

Summary:
Bay d'Espoir Academy was destroyed by fire in January 2017. Since that time, students have been attending school in a town hall in St. Alban’s (a former school). Some parents have been upset that the new school will be built in St. Alban’s rather than the location of the former school in Miltown.

Anticipated Questions:
• Why has it taken so long for this school to be replaced? Is the land for the new school big enough to build a new school?

Key Messages:
• The RFP for the design-build contract for the school will be issued this winter, leading to construction starting this year. Completion is anticipated for the 2021-22 school year.

• The new school will be built in St. Alban’s. The school will be fully-accessible and bigger than the previous school with a gymnasium approximately 1.5 times the size of the former gym and space for outdoor recreation.

• Officials in the Department of Education and Early Childhood Development indicate the majority of students in the region will be from St. Alban’s.

• We appreciate frustration and concerns of some parents. They want to have their children return to a new school as soon as possible, but there is a process that must be followed with insurance companies in situations such as this one.

Secondary
• A concept design is currently being prepared by a consultant. The school will likely be a two-storey building. The previous school was primarily one storey with a two-level high school section.

• Water pressure and local conditions will be addressed in the design of the facility.

Prepared by: Brian Scott, Director of Communications
Approved by: Tracy King, DM
Good day everyone,

It’s my pleasure to be here today and thank you for having me. My history with marine services in the province goes back many, many years so I’m more than happy to discuss our department’s marine plans for Labrador and answer any questions you may have later.

I’ll also be happy to provide you with the latest information on other Labrador transportation news within the Department of Transportation and Works, but as these are not marine, I may have to direct any questions elsewhere.
As you know, January 27 was a milestone day for Labrador as the new 98-metre vessel Qajaq W began its service on the Strait of Belle Isle.

46 passengers travelled on her first trip, with 24 vehicles and nine commercial vehicles.

Everything I have heard since that time from the people who have travelled on the vessel, people who came out to see her, and from commentary on social media has been positive.
Of course, a day later, it was tied up due to gale force winds and this has happened again since that first week.

We cannot control the weather, unfortunately, and there will be times when heavy ice will impact travel. Ice conditions in the Straits are severe and we will still rely on the Coast Guard’s ice breakers to get us out of a jam.

However, to put it bluntly, this vessel is a better vessel than the Apollo and this service is much better with the Qajaq.
The performance analysis, as Peter Woodward can tell you, has indicated that the Qajaq is significantly better because of a combination of its ice strength, 1A ice class hull and bow at both ends.

It is designed to operate in ice and because it can load and unload at both ends, it will never have to turn around.

Turning around in small harbours at Blanc Sablon, especially in the middle of winter with ice in the harbor, has always been a challenge. That alone can add up to an hour to the trip and cause delays.
It’s good to know those delays should now be a thing of the past.

The new service has increased capacity for 350 passengers – up from 240 on the Apollo.

The new service also increases the capacity for passenger vehicles from 85 to 120, plus room for one more tractor trailer.

I had the opportunity to see the vessel up close when it was in St. John’s in January, and it is certainly an improvement.
Its sister vessel, the MV Hiiumaa, will arrive in May.

The difference between what the residents of the north coast are used to with the 32-year-old MV Northern Ranger compared to the new vessel is enormous.

They will have a modern, accessible vessel and for the first time ever, they’ll be able to take their own vehicles with them and when they arrive in Happy Valley-Goose Bay they can get back in their vehicle and go wherever.

There is much more space for getting around, and a bigger passenger lounge and cafeteria.
And of course, the cabins were dated on the Northern Ranger. This will be a much more enjoyable experience when the new vessel arrives.

The passenger and freight delivery schedules will be better as well.

Residents on the north coast will receive freight service every week, rather than once every two weeks.
These changes will make a real difference for residents of coastal Labrador and for businesses and operations here in Happy Valley-Goose Bay, such as the Torngat Fish Co-op.

Being sister vessels, the MV Hiiumaa is capable of providing relief service across the Strait of Belle Isle during its winter off season, when refits and planned maintenance are required on the Qajaq.

Once both vessels are in service, the transportation network within the province—especially Labrador—will be vastly superior to what it was just a few years ago.
In addition, the five-year marine infrastructure plan, updated last year, outlines the Provincial Government’s $26 million investment over five years to improve services at ferry terminals while ensuring the safety of wharf infrastructure. We will be updating the plan again this year.

It’s also worth noting that over the last three years, the Provincial Government has paved or otherwise upgraded a total of 220 kilometres of the Trans-Labrador Highway, which is a keystone project for unifying all of government’s initiatives in the Labrador region.
The department continues to work to completely pave the highway and expects to issue the last of the tenders later this year.

There is no doubt that Labrador’s transportation network and its connection to the island are a key business and trade corridor.

All of this will have significant benefits for residents throughout the Big Land and on the island as well, and amounts to a significantly enhance the transportation network for the region.
Thank you all again for having me here today and I look forward to this spring when the other new vessel arrives here in Happy Valley-Goose Bay to open new opportunities for the north.
MEDIA REQUEST INFORMATION

Date:
February 6, 2019

Media:
Reporter: [REDACTED]
Media Outlet: AllNewfoundlandLabrador.com

Reporter’s Deadline:
End of day Wednesday, February 6, 2019

Context:
Asked for an update on the long-term care home project in Grand Falls – Windsor.

Questions:
Wanted to follow up with you about this release from June.

It says that the department would be issuing a short list of private sector businesses who’d be building the long term care facilities. Just wondering if you could send me the latest on the Grand Falls-Windsor location. What I’m looking to know is:

Which company/companies were selected to design/build/finance and maintain the new facility in GF-W?

The release says construction would begin in 2019 – any update on when that might actually be?

If these were covered in a release I haven’t seen, apologies, but I looked around and didn’t see anything.

Suggested Approach:
An informational statement from the department.

Suggested Statement/Key Messages:

Proposals are currently being evaluated. The successful proponent will design, build, finance and maintain both new facilities through a public-private partnership. We expect to award a contract this Spring.

Construction is expected to begin this summer and be completed in 2021.

In consultation with/approved by:
Cory Grandy, ADM
Tracy King, DM
KEY MESSAGES

Department of Transportation and Works
HMP VFM
February 6, 2019

Summary:
A value for money assessment completed EY has recommended that if government decides to build a new penitentiary, it would be more cost-effective to use a P3 approach to design, build, finance and maintain the facility.

Anticipated Questions:
• What are the results of the value for money assessment on HMP? Why not release the full VFM?

Key Messages:
• A value for money assessment concluded that it is more cost effective to use the design, build, finance and maintain approach compared to the traditional design-build approach.

• It is not typical to release the full, more detailed value-for-money assessment publicly at this stage in the process so as to not influence bids from potential proponents. This is consistent with other jurisdictions who use this approach.

• Results of the full value for money analysis will be released when a successful proponent has been identified at the end of the RFP process and a contract has been executed.

Prepared by:
Approved by:
From: Crocker, Steve
Sent: Wednesday, February 6, 2019 8:10 PM
To: Drover, Rodney C
Cc: King, Tracy; Scott, Brian; Anderson, Eilanda
Subject: Re: FOR APPROVAL (MEDIA) - Potential Location of Correctional Facility

Good for me

Sent from my iPhone

On Feb 6, 2019, at 4:14 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Minister - response for your approval re: potential location of a new adult corrections facility. Tracy and JPS have approved.

MEDIA REQUEST INFORMATION

Date:

February 6, 2019

Media: s. 40(1)

Reporter: [Redacted]

Media Outlet: CBC St. John’s

Reporter’s Deadline:

End of day Wednesday, February 6, 2019

Context:

Asking for exact location of federal and provincial land that JPS has stated could potentially be used for a new penitentiary.
Questions:

Could you tell me where exactly this parcel of land is in the White Hills?

Suggested Approach:

An informational statement from the department.

Suggested Statement/Key Messages:

There has been no decision on whether a correctional facility will be built or its location. The parcels of federal and provincial land that could potentially be used for a new adult correctional facility are located on the eastern side of East White Hills Road, on land between the Concrete Products quarry and the RCMP Headquarters building. A future facility would not occupy this entire area. Detailed plans and engineering would inform a more specific location.

In consultation with/approved by:

Cory Grandy, ADM
Tracy King, DM
JPS executive

Sent from my iPhone
MEDIA REQUEST INFORMATION

Date:
February 6, 2019

Media:
Reporter: [redacted]
Media Outlet: CBC St. John’s

Reporter’s Deadline:
As soon as possible.

Context:
Asking for exact location of federal and provincial land that JPS has stated could potentially be used for a new penitentiary.

Questions:
Could you tell me where exactly this parcel of land is in the White Hills?

Suggested Approach:
An informational statement from the department.

Suggested Statement/Key Messages:
The parcels of federal and provincial land that could potentially be used for a new adult correctional facility are located on the eastern side of East White Hills Road, on land between the Concrete Products quarry and the RCMP Headquarters building. A future facility would not occupy this entire area. Detailed plans and engineering would inform a more specific location.

In consultation with/approved by:
Cory Grandy, ADM
Tracy King, DM
Hon. Steve Crocker, Minister
JPS executive
From: Crocker, Steve
Sent: Friday, February 8, 2019 4:24 PM
To: Scott, Brian
Cc: Dunford, Joe; King, Tracy; Anderson, Eilanda; Drover, Rodney C
Subject: Re: Minister: response to VOCM re: ambulances

Good for me.

Sent from my iPhone

On Feb 8, 2019, at 2:53 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

So we’re good if this is changed to Feb 2?

From: Scott, Brian
Sent: Friday, February 8, 2019 4:19 PM
To: Crocker, Steve <SteveCrocker@gov.nl.ca>
Cc: Dunford, Joe <JoeDunford@gov.nl.ca>; King, Tracy <TracyKing@gov.nl.ca>; Anderson, Eilanda <EilandaAnderson@gov.nl.ca>; Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Subject: RE: Minister: response to VOCM re: ambulances

Yes, as that is tomorrow. Feb 2.

From: Crocker, Steve <SteveCrocker@gov.nl.ca>
Sent: Friday, February 8, 2019 4:18 PM
To: Scott, Brian <BrianScott@gov.nl.ca>
Cc: Dunford, Joe <JoeDunford@gov.nl.ca>; King, Tracy <TracyKing@gov.nl.ca>; Anderson, Eilanda <EilandaAnderson@gov.nl.ca>; Drover, Rodney C <RodneyCDrover@gov.nl.ca>
Subject: Re: Minister: response to VOCM re: ambulances

It wasn’t Feb 9th.

Sent from my iPhone

On Feb 8, 2019, at 2:34 PM, Scott, Brian <BrianScott@gov.nl.ca> wrote:

Minister, our response to VOCM re: the ambulance story is below. Developed with Joe.
Tracy has approved.

**Context:**
The official opposition issued a news release critical of the lack of snow clearing on Route 460 near Stephenville when an ambulance requested a plow because it was travelling to Corner Brook with a patient. VOCM carried the story the next day.

**Questions:**
N/A

**Suggested Approach:**
An official statement from the department or minister?

**Suggested Statement/Key Messages**
Safety on our highways is a top priority of the Department of Transportation and Works.
On the evening of February 9, the ambulance operator travelling on Route 460 contacted Highway Dispatch, requesting assistance, but called back 15 minutes later to report that road conditions had improved, at which point, a plow was no longer needed to get the ambulance to the hospital.

Following consultation with the Department of Health and Community Services, the Department of Transportation and Works' highway conditions advisories that are sent to media are now also being sent to the ambulance operators.

This will help ensure they are aware of highway conditions and help them make well-inform decisions during times when safety is a concern, when highway travelling can be avoided, and when travelling is necessary and assistance will be provided.

In consultation with and approved by: Joe Dunford.

Brian Scott  
Director of Communications  
Transportation and Works  
Government of Newfoundland and Labrador  
e: brianscott@gov.nl.ca  
t: 709.729.3015  
www.tw.gov.nl.ca | @TW_GovNL
MEDIA REQUEST INFORMATION

Date: Feb 8.

Media:
VOCM

Reporter's Deadline: asap

Context:
The official opposition issued a news release critical of the lack of snow clearing on Route 460 near Stephenville when an ambulance requested a plow because it was travelling to Corner Brook with a patient. VOCM carried the story the next day.

Questions:
N/A

Suggested Approach:
An official statement from the department or minister?

Suggested Statement/Key Messages
Safety on our highways is a top priority of the Department of Transportation and Works.

On the evening of February 9, the ambulance operator travelling on Route 460 contacted the depot, requesting assistance, but later called back a short time later to report that it had reached the TCH and conditions had improved, at which point, a plow was no longer needed to get the ambulance to the hospital.

Following consultation with the Department of Health and Community Services, the Department of Transportation and Works’ highway conditions advisories that are sent to media are now also being sent to the ambulance operators.

This will help ensure they are aware of highway conditions and help them make well-inform decisions during times when safety is a concern, when highway travelling can be avoided, and when travelling is necessary and assistance will be provided.

In consultation with and approved by:
MEDIA REQUEST INFORMATION

Date:
February 8, 2019

Media: s. 40(1)
Reporter: [Redacted]
Media Outlet: AllNewfoundlandLabrador.com

Reporter’s Deadline:
As soon as possible.

Context:
Asked for any information the department can provide re: land sold in Come By Chance

Questions:
I’m writing a story about a 4.4 hectare piece of land in Come by Chance that Rochlochston Realty purchased from the province on Jan 10. It’s not for much money, $82,000 roughly, but it’s a big chunk of land by the refinery, so I’m interested in what the Rochlochston group intends to do with it. Does the department have any indication of how they intend to develop the land, or any plans for it at all? Minister Crocker’s name is on the deed so I’m assuming this request should go to you guys.

I’ve left messages with Rochlochston of course, but sometimes private companies are less inclined (and obligated) toward disclosure than government.

Suggested Approach:
An informational statement from the department.

Suggested Statement/Key Messages:
To confirm, the Department of Transportation and Works has sold 4.41 hectares of unused provincial land in the Come By Chance Refinery area to RothLochston Realty Ltd. at the fair market value price of $81,959.

The department does not have information about the purchaser’s intended use of the property. The department continues to seek opportunities to dispose of unused surplus land in its inventory.

In consultation with/approved by:
Robyn Bursey, Director of Planning, Accommodations and Realty Services
Tracy English, ADM
Tracy King, DM
Hon. Steve Crocker, Minister
Transportation and Works
February 12, 2018

Provincial Government Issues Request for Proposals for New “511 NL” Transportation Information Service

Residents and visitors to this province will soon have access to 511 NL – a new, single-point-of-contact service for important travel planning and safety information.

The Department of Transportation and Works has issued a Request for Proposals (RFP) to provide free quick-dial telephone and smartphone app access to key services such as highway condition and construction reports, highway cameras, the Provincial Plow Tracker and ferry schedules.

Once fully implemented, users will be able to access these popular services in three ways:
- By dialing 5-1-1 to get key non-visual information over the phone, such as highway conditions, construction slowdowns, ferry services reports and more;
- Through a new smartphone app; and,
- A new website.

Users will also be able to take advantage of new interactive maps that will make it easier than ever to view all of the information that is important for their specific travel plans.

Proposals will be evaluated based on best overall value while meeting requirements for a convenient and user-friendly 511 NL service.

The new service is expected to be available in Summer 2019.

This initiative delivers on commitments in The Way Forward to strengthen the province’s economic foundation and deliver better services and better outcomes for residents. The Way Forward outlines all actions the Provincial Government is taking to achieve a strong, diversified province with a high standard of living, and can be viewed at www.thewayforward.gov.nl.ca.

Quotes
“Promoting safe travel planning has always been a key priority for us. With 511 NL, we will create a more convenient and user-friendly experience for accessing all the popular travel planning and safety information services we currently offer, plus a number of other useful features. This is about creating a one-stop experience where users can access a variety of information suited to their personal travel plans as quickly and conveniently as possible, and through any device that may be available to them.”
Honourable Steve Crocker
Minister of Transportation and Works
Learn more
The Way Forward: A Vision for Sustainability and Growth in Newfoundland and Labrador:
http://thewayforward.gov.nl.ca

Follow us on Twitter: @GovNL and @TW_GovNL

Media contact
Rod Drover
Transportation and Works
709-729-1758, 730-4607
rodneycdrover@gov.nl.ca

---------------------------------------------------------------

Rod Drover
Media Relations Manager
Transportation and Works
Government of Newfoundland and Labrador
rodneycdrover@gov.nl.ca
t: 709.729.1758 | c: 709.730.4607
KEY MESSAGES

Transportation and Works
511 NL RFP
11 February 2019

Summary:
- The department has issued a Request for Proposals for providing a new "511 NL" travel planning and safety information service.
- The service will provide more convenient and user-friendly access (via telephone, mobile and web) to popular travel and safety information currently offered on the department's web page, plus several new offerings.

Anticipated Questions:
- What does this new service include? Is it just an expensive rebranding of existing services?

Key Messages:
1. Promoting safe trip planning has always been a key priority for us. 511 NL will make trip planning easier and more accessible than ever.

2. Once 511 NL is fully implemented, users will be able to access popular services like highway condition and construction reports, ferry schedules and more via any device that may be available to them. This includes:
   - By dialing 5-1-1;
   - Through a new smartphone app; and,
   - A new website.

3. Users of the new smartphone app and website will also be able to access highway cameras, the Provincial Plow Tracker, and new interactive maps.

Secondary Messages:
- The new service is expected to be available this summer.

- Proposals will be evaluated based on best overall value while meeting requirements for a convenient and user-friendly 511 NL service.

Prepared by: Rod Drover, Media Relations Manager
Approved by:
From: Crocker, Steve
Sent: Monday, February 11, 2019 2:52 PM
To: Drover, Rodney C
Subject: Re: FOR APPROVAL (MEDIA) - Land Sold Near Come By Chance

Good for me.

Sent from my iPhone

On Feb 11, 2019, at 2:44 PM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Minister, just following up on this one.

Sent from my iPhone

On Feb 11, 2019, at 11:17 AM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Minister – response for your approval re: land sold near the Come By Chance Refinery. Tracy has approved.

MEDIA REQUEST INFORMATION

Date:
February 8, 2019

Media: s. 40(1)
Reporter: [REDACTED]
Media Outlet: AllNewfoundlandLabrador.com

Reporter's Deadline:
End of day Friday, February 8, 2019

Context:
Asked for any information the department can provide re: land sold in Come By Chance

Questions:
I’m writing a story about a 4.4 hectare piece of land in Come by Chance that Rochlochston Realty purchased from the province on Jan 10. It’s not for much money, $82,000 roughly, but it’s a big chunk of land by the refinery, so I’m interested in what the Rochlochston group intends to do with it. Does the department have any indication of how they intend to develop the land, or any plans for it at all? Minister Crocker’s name is on the deed so I’m assuming this request should go to you guys.
I’ve left messages with Rochlochston of course, but sometimes private companies are less inclined (and obligated) toward disclosure than government.

Suggested Approach:
An informational statement from the department.

Suggested Statement/Key Messages:
To confirm, the Department of Transportation and Works has sold 4.41 hectares of unused provincial land in the Come By Chance Refinery area to Rochlochston Realty Ltd. at the fair
market value price of $81,959.

The department does not have information about the purchaser's intended use of the property. The department continues to seek opportunities to dispose of unused surplus land in its inventory.

**In consultation with/approved by:**
Robyn Bursey, Director of Planning, Accommodations and Realty Services
Tracy English, ADM
Tracy King, DM

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**Rod Drover**  
Media Relations Manager  
Transportation and Works  
Government of Newfoundland and Labrador  
rodneydrover@gov.nl.ca  
t: 709.729.1758 | c: 709.730.4607
Minister – FYI we plan to issue this media advisory today re: the tour tomorrow. Tracy has approved.

Transportation and Works
February 12, 2019

Media Advisory: Ministers to Tour Corner Brook Long-Term Care Home

The Honourable Steve Crocker, Minister of Transportation and Works, will provide updates on the construction of the 145-bed long-term care home in Corner Brook tomorrow (Wednesday, February 13).

The event will take place in Corner Brook at the intersection of Lewin Parkway and Wheelers Road, beginning at 12:00 noon.

Minister Crocker will be joined by the Honourable John Haggie, Minister of Health and Community Services, the Honourable Gerry Byrne, Minister of Fisheries and Land Resources, and Scott Reid, MHA for St. George’s – Humber.

As the site is an active construction site, media are asked to arrive at 11:30 a.m. for a review of safety procedures and are required to wear CSA-approved protective footwear. Safety vests, glasses and hard hats will be provided. For details about safety procedures on site, please contact Brian Scott at brianscott@gov.nl.ca or 709-729-3015.

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KEY MESSAGES

Department of Transportation and Works
Location of New Provincial Mental Health and Addictions Facility
February 9

Summary:
Concerns have been raised by the deputy mayor of St. John’s about potential flooding at the Health Sciences Centre. A berm is being built to mitigate the risk of flooding. Plans have been underway to build the berm for years. The berm addresses an existing issue with possible flooding and will not create more issues.

Anticipated Questions:
- Why are you building a mental health facility at the site if you know this flooding issue exists? Will this create other issues for nearby buildings?

Key Messages:
- Considerable analysis went into selecting the Health Science Centre as the best location for a new mental health and addictions hospital. It provides close proximity to other medical resources and will help eliminate the stigma around mental health.

- A berm fixes an existing issue to protect the hospital and existing area, enables more water to be retained and prevents water from spilling onto other properties.

- The location has been well-studied by engineers who advised that construction of a berm will address concerns over flooding. We are confident we will deliver a safe, high quality facility that will interface with the existing hospital and the surrounding landscape.

Secondary Messages
- Mental health professionals and advocates collectively applauded the Health Sciences Centre as being the best location for this new facility.

- The hospital campus will include a new 500+ vehicle parking garage that will go a long ways in addressing pressures experienced at the hospital, and conversations are ongoing with the city and university on traffic in the area.

Prepared by: Brian Scott, Director of Communications
Approved by: Tracy King, Deputy Minister
Looks good to me.

Sent from my iPhone

On Feb 13, 2019, at 7:28 AM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Morning Minister. Just flagging this one for today.

Sent from my iPhone

On Feb 12, 2019, at 11:17 AM, Drover, Rodney C <RodneyCDrover@gov.nl.ca> wrote:

Hi Minister – news release for the LTC tour tomorrow for your approval. Tracy has approved.

Transportation and Works
February 13, 2019

Update Provided on Construction of Corner Brook Long-Term Care Home

Construction of the 145-bed long-term care home in Corner Brook remains on schedule to open in 2020. The Honourable Steve Crocker, Minister of Transportation and Works, received an update on the home during a tour of the facility today by officials from Plenary Group.

Minister Crocker was joined by the Honourable John Haggie, Minister of Health and Community Services, the Honourable Gerry Byrne, Minister of Fisheries and Land Resources and MHA for Corner Brook, Scott Reid, MHA for St. George's – Humber, and officials from Corner Brook Care Partnership – the successful proponent selected to design, build, finance and maintain the home.

Ongoing work at the long-term care home includes construction of interior walls, electrical work, plumbing and heating, ventilation and air conditioning (HVAC) duct work.

Construction of the facility began in spring of last year with final concrete poured for the foundation in June. Once operational, upwards of 200 public service employees will be required at the long-term care home. The 120 long-term care beds, 15 palliative care beds and 10 rehabilitative care beds will help meet demand for long-term care in the region and make better use of resources at Western Memorial Regional Hospital.

The successful proponent to design, build, finance and maintain the new 164-bed hospital, meanwhile, is anticipated to be announced this spring, leading to construction beginning later this year.

Department of Finance officials estimate 4,300 person years of employment and $498 million in GDP will be created as a result of construction on both projects combined.
A comprehensive value-for-money assessment for the long-term care home concluded in 2018 that partnering with the private sector will result in savings of 10 per cent over the 30-year agreement – up from the originally estimated 8.9 per cent – for a total estimated savings of $14.6 million.

The long-term care home and hospital deliver on commitments in The Way Forward to strengthen the province’s economic foundation and deliver better services and better results for residents. The Way Forward outlines all actions the Provincial Government is taking to achieve a strong, diversified province with a high standard of living, and can be viewed at thewayforward.gov.nl.ca.

Quotes
“We are pleased to see the progress of the long-term care home and we are also looking forward to announcing the successful proponents for the new Western Memorial Regional Hospital this spring. These projects are examples of how our government is meeting the demand for health care infrastructure and finding ways to provide that infrastructure in a way that is responsible to all taxpayers.”
Honourable Steve Crocker
Minister of Transportation and Works

“It was a pleasure to tour the construction site today and see the fabulous work taking place. This development will bring with it many new public sector jobs, it will be a boost to the economy of the western region of our province, but more importantly, it will become a nurturing and caring home where seniors will receive quality care. Improving and enhancing health care facilities and services is a Way Forward commitment by our government and we look forward to more projects coming to fruition in other areas of the province, namely Botwood, Gander and Grand Falls-Windsor.”
Honourable John Haggie
Minister of Health and Community Services

“QUOTE.”
Honourable Gerry Byrne
Minister of Fisheries and Land Resources

-MORE-

Learn more
The Way Forward

The Way Forward: A Multi-Year Plan for Infrastructure Investments
- Proponent Selected for Long Term Care Facility in Corner Brook
- Milestones Reached in Development of Western Newfoundland Health Care Campus

Follow us on Twitter: @GovNL, @TW_GovNL and @HCS_GovNL

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KEY MESSAGES

Transportation and Works
LTC tour
February 12, 2019

Summary:
A tour of the long-term care home in Corner Brook is taking place Wednesday, Feb. 13.

Anticipated Questions:
• What is the latest on the WMRH replacement? People have waited a long time for new health care infrastructure. How can you ensure both projects will be built and open on time?

Key Messages:
1. Construction of the long-term care home is on schedule to open next year. Ongoing work at the care home includes construction of interior walls, electrical work, plumbing and HVAC duct work.

2. The proposals for the replacement of the hospital in Corner Brook are due in March. Following a thorough review, we expect to be able to announce the successful proponent later in the spring.

3. Department of Finance officials estimate 4,300 person years of employment and $498 million in GDP will be created as a result of construction on both projects combined.

Secondary Messages:
• The successful proponent for the hospital will be adamant to start construction on the hospital as soon as possible. Payments from government to them do not start until the facility opens.

• The submissions for the 60-bed long term care homes in Gander and Grand Falls-Windsor are also due in April and both will be announced later this spring following an evaluation.

Prepared by: Brian Scott, Director of Communications
Approved by: Cory Grandy, ADM