COR/2019/01723

April 10, 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/045/2019]

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

January 2019 Provincial Briefing Note: Emerging Issues - Competitiveness.
January 2019 Provincial Briefing Note: Emerging Issues - Urban Transportation and Congestion.
January 2019 Information Note: Meeting with Hon. François Bonnardel.

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):

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

Disclosure harmful to intergovernmental relations or negotiations:
subsection 34(1)(a)((i) - The head of a public body may refuse to disclose information to an applicant if the disclosure could reasonably be expected to harm the conduct by the government of the province of relations between that government and the following or their agencies: the government of Canada or a province.

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 is as follows:

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

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

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

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

(a) advice, proposals, recommendations, analyses or policy options developed by or for a public body or minister;
(b) the contents of a formal research report or audit report that in the opinion of the head of the public body is incomplete and in respect of which a request or order for completion has been made by the head within 65 business days of delivery of the report; or
(c) draft legislation or regulations.

(2) The head of a public body shall not refuse to disclose under subsection (1) (a) factual material;
(b) a public opinion poll;
(c) a statistical survey;
(d) an appraisal;
(e) an environmental impact statement or similar information;
(f) a final report or final audit on the performance or efficiency of a public body or on any of its programs or policies;
(g) a consumer test report or a report of a test carried out on a product to test equipment of the public body;
(h) a feasibility or technical study, including a cost estimate, relating to a policy or project of the public body;
(i) a report on the results of field research undertaken before a policy proposal is formulated;
(j) a report of an external task force, committee, council or similar body that has been established to consider a matter and make a report or recommendations to a public body;
(k) a plan or proposal to establish a new program or to change a program, if the plan or proposal has been approved or rejected by the head of the public body;
(l) information that the head of the public body has cited publicly as the basis for making a decision or formulating a policy; or
(m) a decision, including reasons, that is made in the exercise of a discretionary power or an adjudicative function and that affects the rights of the applicant.

(3) Subsection (1) does not apply to information in a record that has been in existence for 15 years or more.
Disclosure harmful to intergovernmental relations or negotiations

34. (1) The head of a public body may refuse to disclose information to an applicant if the disclosure could reasonably be expected to

   (a) harm the conduct by the government of the province of relations between that government and the following or their agencies:

       (i) the government of Canada or a province,

       (ii) the council of a local government body,

       (iii) the government of a foreign state,

       (iv) an international organization of states, or

       (v) the Nunatsiavut Government; or

   (b) reveal information received in confidence from a government, council or organization listed in paragraph (a) or their agencies.

(2) The head of a public body shall not disclose information referred to in subsection (1) without the consent of

   (a) the Attorney General, for law enforcement information; or

   (b) the Lieutenant-Governor in Council, for any other type of information.

(3) Subsection (1) does not apply to information that is in a record that has been in existence for 15 years or more unless the information is law enforcement information.
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
FPT Ministers Responsible for Transportation and Highway Safety

Provincial Briefing Note

Department of Transportation and Works

Issue: Emerging Issues – Competitiveness (Agenda Item 5 (c))

Overview:
- Led by Minister Carr (SK), this agenda item will focus on seeking concurrence for the Council of Ministers to consider developing a National Highway System Strategy to: (i) enhance Canada’s competitiveness; (ii) increase funding available for the National Trade Corridors Fund; and (iii) prioritize national competitiveness when creating policy and regulations.

FPT Context:
- Enabling transportation infrastructure and regulatory environments play an important role in decreasing transportation costs, and increasing competitiveness of Canadian companies.

- Developing harmonized standards (for example: wide based tires, electronic logging devices, and size and weight restrictions) in the trucking sector, and building on federal investments in the National Trade and Transportation Corridors initiative, federal, provincial and territorial governments can work together to enhance Canada’s competitive advantages.

Provincial Position/Potential Speaking Points:
- Newfoundland and Labrador supports the development of a National Highways System Strategy and enhancing federal funding in the National Trade Corridors Fund subject to there being sufficient flexibility within the fund and project eligibility.

- NL supports the work being done by the Task Force on Vehicle Weights and Dimensions and recognizes the economic benefits involved with the harmonization of regulations for vehicle weights and dimensions while still ensuring road safety is not compromised and infrastructure is protected.

- NL also supports the collaborative work being done by the CCMTA members and stakeholders. The province recognizes the importance of commercial motor vehicle safety standards for the efficient movement of people and goods while ensuring road safety is not compromised.

Background and Current Status:
- The Background and Current Status section of the Urban Transportation and Congestion note (Tab C4 refers) provides information regarding federal funding allocations, eligibility and flexibility.

- Background and current status is provided in Provincial Briefing Notes on Commercial Motor Vehicle Safety (Tab C3refers) and Vehicle Weights and Dimensions (Tab C7 refers).

Analysis:
- Analysis is provided in the Provincial Briefing Notes referenced above.

Prepared by/Approved by: J. Crummey
Deputy Minister Approval:
January 15, 2019
FPT Ministers Responsible for Transportation and Highway Safety  
*Provincial Briefing Note*  
Department of Transportation and Works

**Issue:** Emerging Issues – Transportation in Remote Regions – Land, Air, Marine  
(Agenda Item 5 (b))

**Overview:**
- Led by the Ministers of Nunavut and Saskatchewan, this agenda item will focus on issues pertaining to transportation in remote regions.

**FPT Context:**
- Given Canada’s diverse geographic and varied population density, most jurisdictions face challenges related to transportation in rural and remote regions. As this topic has not been a focus area of Ministers in the recent past, NU and SK wish to initiate a discussion on those challenges.

**Provincial Position/Potential Speaking Points:**
- Newfoundland and Labrador faces many similar challenges in our rural and remote regions, in particular Labrador.

- Work is ongoing to complete the Trans Labrador Highway, upgrade wharf infrastructure and maintain northern airstrips and identification of future infrastructure work required to mitigate the challenges faced in the most norther, rural remote areas of the province.

- We welcome a dialogue on common challenges faced in rural and remote areas and the sharing of best practices and mutual areas of interest with our colleagues.

**Background and Current Status:**
- The Department of Transportation and Works (TW) operates and maintains an intermodal transportation network in Labrador that includes road, marine and air transportation.

- The department has also advanced analysis on the potential for a fixed link between Labrador and the island and has struck an agreement with the Province of Quebec to work towards development/improvement of transportation between the two provinces. Further, the department continues to liaise with the Federal Government, the Nunatsiavut Government (NG), the Combined Councils and other community/indigenous stakeholders regarding transportation needs in the region.

- The following points provide an overview of existing transportation infrastructure and systems in place in Labrador as well as policy initiatives that are underway.

**Road**
- Completion of the Trans Labrador Highway (TLH) is nearing completion with funding contributions from the Federal Government.
- In April 2018, the governments of NL and Québec signed an agreement to work together to improve transportation infrastructure, further developing an economic corridor that links Newfoundland and Labrador to central Canada via Québec. This agreement provides for the continuation on the part of the Québec government of construction work on Route 138 and the improvement of Route 389 in the coming years. The agreement commits the
Government of NL to continue improvements, already underway, on the older section of Route 510 leading to the Quebec border.

Marine
- Between June and December, when the area is free of ice, the North Coast Ferry Service moves passengers and essential goods to communities on the northern coast of Labrador including Black Tickle, Rigolet, Makkovik, Postville, Hopevale, Natuashish and Nain. This service, on average, transports approximately 6,000 passengers and 11,000 tons of freight yearly. In 2019 this service will be upgraded with a more modern and efficient vessel capable of transporting vehicles as well.
- The Strait of Bell Isle Ferry Service provides year-round transportation of passengers and vehicles between St. Barbe on the northern tip of Newfoundland and Blanc Sablon in Quebec near the Labrador border. The service transports approximately 101,500 passengers, 43,900 passenger vehicles and 23,600 commercial vehicles per year.
- Wharf and terminal infrastructure at ferry ports are maintained by the provincial government. In 2017, government released a Five Year Marine Infrastructure Plan outlining planned projects and related investments in the province’s ferry ports, including those in Labrador.

Air
- The Provincial Government is also responsible for the operation of 12 airstrips/airports in Labrador at Nain, Natuashish, Hopevale, Makkovik, Postville, Rigolet, Cartwright, Black Tickle, Charlottetown, Port Hope Simpson, St. Lewis and Mary’s Harbour.
- The Federal Government provides funding (up to $1 million per year in total) for capital restoration and equipment, through the Labrador Coastal Airstrip Restoration Program (LCARP). Ongoing operation, maintenance and capital upgrades are the responsibility of the province.

Northern Transportation Adaptation Initiative
- TW, along with other GNL departments/agencies, is participating in Transport Canada’s (TC’s) Northern Transportation Adaptation Initiative (NTAI). The NTAI is a research-based program aimed at increasing capacity for the adaptation of northern transportation systems to the impacts associated with climate change. The NG is also participating in this initiative.
- TW identified a number of research priorities under the NTAI as follows: (i) impacts of climate change on northern air strips, along with adaptation opportunities; (ii) changing sea-ice patterns; and, (iii) impacts of climate change on ice roads (applicable to snow mobile trails in Labrador), along with adaptation opportunities.

Arctic and Northern Policy Framework
- The department has been participating, as part of a provincial government committee, in the development of the Federal Government’s Arctic and Northern Policy Framework (ANPF). Northern transportation infrastructure and issues are among the topics that have been identified for discussion and advancement.

Fixed Link
- In April 2018 the province released an update to a 2005 study that assessed the potential feasibility and associated opportunities of a fixed link between Labrador and the island of Newfoundland. While the study showed that a fixed link is technically feasible,
development of the link would be a long-term, national project requiring significant partnerships.

Analysis:

s. 29(1)(a), s.34(1)(a)(ii)
Prepared by/Approved by: A. Marshall / H. Butt / J. Crummey
Deputy Minister Approval:

January 15, 2019
FPT Ministers Responsible for Transportation and Highway Safety

Provincial Briefing Note

Department of Transportation and Works

**Issue:** Emerging Issues – Urban Transportation and Congestion (Agenda Item 5 (a))

**Overview:**
- Led by the Ministers of Quebec and Ontario, the purpose of this agenda item is to seek a mandate to form a Policy and Planning Support Committee (PPSC) task force on urban mobility that could: (i) carry out a comprehensive review of the main issues in urban transportation; (ii) identify their causes and impacts; (iii) find potential solutions; and (iv) develop a vision for sustainable urban mobility in Canada.

**FPT Context:**
- Urban mobility has a direct impact on economic performance, social inclusion, and the environment. As such, sustained investments in regional transportation are necessary to maintain Canada’s economic competitiveness.

- Given the importance of urban centres, the Council of Ministers Responsible for Transportation and Highway Safety has an opportunity to examine how transportation investments, integrated planning, and demand management programs that optimize the existing network could improve trade corridors, expand regional transit, and lead to enhanced economic and social outcomes for Canadians.

**Provincial Position/Potential Speaking Points:**
- Newfoundland and Labrador has no objection to the creation of a PPSC task force on urban mobility as proposed. However, in conducting the analysis of potential solutions and a future vision for regional transportation networks, allocation of, and flexibility in, federal funding must be considered.

- To that end, our province is concerned that it will have difficulty using all of the Investing in Canada Phase II federal allocations, public transit funding in particular. We will likely only be able to spend a fraction of the $109 million allocated to NL for Public Transit since there are limited opportunities for projects within the cities of St. John’s and Corner Brook (only locations with public transit).

- While it is recognized that provinces and territories can move Public Transit funding to the climate change sub-stream under the Green stream in 2021, our province will still be challenged to spend this funding within that stream. As such, our province continues to advocate for increased flexibility to transfer this funding to areas where it has the greatest need.

**Background and Current Status:**
- Accessible and user-focused networks enable access to economic and employment opportunities, public services and leisure. In particular, public transit and alternative modes of transportation have the potential to move people with varying needs, contribute to cleaner urban environments and relieve congestion.
- Urban centres are also often key nodes for inter-provincial and international trade. Urban mobility should take into account the goods movement needs for key freight corridors (highways, rail lines), and connections points (airports, ports, intermodal terminals), to ensure fluid trade flows.

- Recent trends have also intensified the demand for reliable and efficient transportation, including: (i) growing international trade; (ii) urban expansion through residential, commercial and industrial development outside of urban centres; and (iii) new business models based on the digital and platform economy.

- The Federal Government is investing $180 billion for infrastructure projects over 12 years, including new and previous/ongoing funding under the Investing in Canada Plan. This includes funding under programs such as Phase I Infrastructure Funding (2016), Phase II Infrastructure Funding (2017), and remaining cash flows on the 2014 New Building Canada Fund.

- NL's allocation under Phase II funding is $555.9 million within four funding streams as follows:
  o Public Transit - $109 million;
  o Green Infrastructure - $302.4 million;
  o Community, Culture, and Recreation - $39.8 million; and,
  o Rural and Northern Communities - $104.6 million.

- The province signed the Integrated Bilateral Agreements (IBA) with Infrastructure Canada on September 10, 2018, at which time a joint announcement of the $555.9 million agreement was held with the federal government.

Analysis:

s. 29(1)(a), s.34(1)(a)(i)
Prepared by/Approved by: H. Butt / J. Crummey
Deputy Minister Approval:

January 15, 2019
Meeting Note
Department of Transportation and Works
Meeting with Hon. François Bonnardel, Minister of Transport
Monday, January 21, 2019
 Omni Mont Royal Hotel, Montreal

Attendees:
- Hon. Steve Crocker, Minister of Transportation and Works
- Hon. Hon. François Bonnardel, Minister of Transport, Quebec
- Cory Grandy, ADM (Infrastructure), Department of Transportation and Works

Purpose of Meeting:
- The meeting was arranged to provide an opportunity for Minister Crocker to discuss the fixed link project and continued cooperation with the Government of Quebec.

Background:
- Minister Bonnardel was appointed Minister of Transport for the Government of Quebec on October 18, 2018. A biography is included in Annex A.
- In July 2017, Quebec announced $232 million to undertake route planning for the extension of Route 138, which would connect the communities of Natashquan River to Blanc-Sablon, which is an integral part of the fixed link project.
- In December 2018, newly elected Premier François Legault and Premier Ball had a positive meeting to discuss a continued cooperative working relationship.
- On January 23, 2019, Minister Champagne, the federal Minister of Infrastructure and Communities, is attending a meeting in Chevery with mayors from the lower north shore of Quebec to discuss transportation related issues.

Agenda item #1 – Fixed Link and Upgrades to Route 430 (NL) and Route 138 (QC)
- In April 2004, a pre-feasibility study for a fixed link across the Strait of Belle Isle was completed by Hatch Mott MacDonald Ltd. In 2017, Government of Newfoundland and Labrador engaged the Harris Centre to manage the update of the 2004 pre-feasibility study, which in turn engaged the Engineering firm Hatch to perform the update. The final cost was $258,000, cost shared with ACOA 56/44% (Provincial/Federal). Further details are included in the presentation included in Annex B.
- GNL released the pre-feasibility study on the fixed link on April 11, 2018. The updated report includes new geological work, innovations in tunnel technology, updated labour and material costs, and other factors that impacted the cost and time estimates from the 2004 report.
- The report includes a review of three fixed link tunnel concepts: a single rail, single road and double road. It concludes that a tunnel bored using tunnel boring machines, with an electric train shuttle to transport vehicles is the most technically and economically feasible alternative, however, the cost differential between train shuttle versus road is within the estimates margin of error. The capital of the rail option is $1.77B with a project duration of 12 years. One of the key assumptions in the study was that Quebec upgrade and complete Route 138 in order to connect Montreal to Labrador.
• The overall project would require Quebec to make significant improvements to Route 138 in order to connect Montreal to Labrador. Quebec has not clearly stated their plans for Route 138, which would require significant infrastructure investment to connect a population of 4,500 from Natashquan River to Blanc-Sablon. TW estimates the cost to complete Route 138 to be in excess of $1B ($2004).

• In May 2018, TW shared the results of the study with officials from Quebec as it relates to the planned but unscheduled completion of Route 138.

• GNL is considering conducting a full feasibility study that is expected to cost $20-23 million and would take approximately 1.5 - 2 years to complete. This project may fit the eligibility criteria of the National Trade Corridors Fund as studies that “guide the development of infrastructure projects and technology applications” are eligible projects under the continuous proposal call launched on January 15, 2019.

• Construction of the link may be a suitable candidate project to advance to the Canada Infrastructure Bank for funding given it will generate revenue.

• On January 14, 2019 the CEO of the Canada Infrastructure Bank (CIB) met with Minister Crocker and officials to discuss potential projects, which included a discussion on the fixed link project. Early indications from the meeting is that the project would be of a suitable scope and size to attract CIB funding.

Potential Speaking Points
• This continues to be an important issue for the people of Labrador and our Government.


• Advancing the fixed link project is of national importance and beneficial for the provinces of Quebec and Newfoundland and Labrador.

• Any kind of fixed link project would have to be completed as a joint project in collaboration with private industry, Federal Government and Quebec.

• My department supports submitting a joint expression of interest under the National Trade Corridors Fund for upgrades to both Route 138 in Quebec and Route 430 in NL as well as the full feasibility study for the fixed link.

Prepared/Approved by: H. Butt/A. McKenna/C. Grandy
Deputy Minister’s Approval: T. King

January 18, 2019
Annex A: Minister’s Biography

François Bonnardel, Member for Granby
Minister of Transport
Minister Responsible for the Estrie Region

Political, Parliamentary and Ministerial Offices
- Reelected as Member for Granby in the general election held on October 1, 2018

Current Offices
- Vice-chair of the Comité ministériel des services aux citoyens since October 31, 2018
- Minister of Transport since October 18, 2018
- Minister Responsible for the Estrie Region since October 18, 2018

Reelected as Member for Granby in the general election held on April 7, 2014
- Second Opposition Group critic for the collaborative economy from October 26, 2017 to August 23, 2018
- Second Opposition Group critic for the sharing economy from January 24, 2017 to October 26, 2017
- Member of the Committee on Public Finance from February 10, 2015 to August 23, 2018
- Second Opposition Group critic for finance from December 19, 2014 to August 23, 2018
- Member of the National Assembly Delegation for Relations with the United States (DANREU) from June 20, 2014 to August 23, 2018
- Member of the National Assembly Delegation for Relations with Bavaria (DANRBA) from June 20, 2014 to August 23, 2018
- Member of the National Assembly Delegation for Relations with Catalonia (DANRC) from June 20, 2014 to August 23, 2018
- Member of the National Assembly Delegation for Relations with European Institutions (DANRIE) from June 20, 2014 to August 23, 2018
- Second Opposition Group critic for the Estrie region from April 25, 2014 to August 23, 2018
- House Leader of the Second Opposition Group from April 14, 2014 to August 23, 2018
- Member of the Committee on the National Assembly from April 14, 2014 to August 23, 2018
- Member of the Subcommittee on Parliamentary Reform from April 14, 2014 to August 23, 2018

Reelected as Member for Granby in the general election held on September 4, 2012
- Substitute member of the Office of the National Assembly from May 30, 2013 to March 5, 2014
- Whip of the Second Opposition Group from May 22, 2013 to March 5, 2014
- Member of the Committee on the National Assembly from May 22, 2013 to March 5, 2014
- Member of the Subcommittee on Parliamentary Reform from May 22, 2013 to March 5, 2014
- Vice-chair of the Committee on Public Administration from November 7, 2012 to May 28, 2013
- Second Opposition Group critic for natural resources from September 21, 2012 to March 5, 2014

Reelected as Member for Shefford in the general election held on December 8, 2008
• Second Opposition Group critic for public finance from February 11, 2010 to February 14, 2012
• Vice-chair of the Committee on Public Administration from December 1, 2009 to February 14, 2012
• Member of the Committee on Public Administration from November 24, 2009 to December 1, 2009
• Leader of the Second Opposition Group from October 29, 2009 to November 19, 2009
• Second Opposition Group critic for finance from October 28, 2009 to February 11, 2010
• Second Opposition Group critic for the Conseil du trésor from October 28, 2009 to February 11, 2010
• Second Opposition Group critic for international relations from October 28, 2009 to November 19, 2009
• Second Opposition Group critic for La Francophonie from October 28, 2009 to November 19, 2009
• Second Opposition Group critic for the reform of democratic institutions from October 28, 2009 to February 11, 2010
• Member of the Committee on Labour and the Economy from September 15, 2009 to November 3, 2009
• Member of the National Assembly Delegation for Relations with the French National Assembly (DANRANF) from May 27, 2009 to August 1, 2012
• Member of the National Assembly Delegation for Relations with the French Senate (DANRSF) from May 27, 2009 to August 1, 2012
• Vice-chair of the Committee on Public Administration from April 23, 2009 to October 29, 2009
• Second Opposition Group critic for economic development and public finance from April 21, 2009 to October 28, 2009
• Substitute member of the Office of the National Assembly from January 14, 2009 to November 25, 2009
• Member of the Committee on Public Finance from January 14, 2009 to February 14, 2012

Elected as Member for Shefford in the general election held on March 26, 2007
• Member of the Committee on Labour and the Economy from May 22, 2008 to November 5, 2008
• Official Opposition critic for labour from May 15, 2008 to November 5, 2008
• Official Opposition critic for families from August 29, 2007 to May 15, 2008
• Member of the Committee on Culture from May 23, 2007 to May 22, 2008
• Substitute member of the Office of the National Assembly from May 15, 2007 to November 5, 2008
• Official Opposition critic for housing from April 19, 2007 to August 29, 2007
• Chief Official Opposition Whip from April 4, 2007 to November 5, 2008
• Member of the Committee on the National Assembly from April 4, 2007 to November 5, 2008

Education
• Science studies, Cégep du Vieux Montréal (1987)
• Officer cadet training, recruit camp (soldier) training, educational training in pure sciences, Royal Military College Saint-Jean (1986)

Professional Experience
• Owner and operator, VitroPlus franchise, Cowansville (2004-2006)
• Owner and operator, Sweetsburg Auto Inc., used car dealership (2004-2006)
• Founder and owner, Van-Quip International, commercial vehicle outfitting business (2002-2006)
• Manager, Docteur du Pare-Brise franchise, Granby (1992-1995)
• Order clerk, then assistant manager, Entreprise Robert Thibert (Docteur du Pare-Brise), Mercier (1989-1991)
• Personal banking officer, CIBC, Ville Saint-Laurent (1989)

Community and Political Involvement
• Member, board of directors, Fondation des parlementaires québécois "Cultures à partager" since January 2008
• Member of the ADQ executive, Shefford electoral division (2006)
• Member of the organizing committee, Fondation Horace-Boivin (2006)
• Member of the organizing committee, Québec Division of the Canadian Red Cross, Haute-Yamaska branch (2006)
• Member, Génération Avenir (2006)
• Member, Chambre de commerce Brome-Missisquoi (2006)
• Member, Chambre de commerce Haute-Yamaska et région (1995-1997 and 2006)
• Member of the varsity football team, Royal Military College Saint-Jean (1986)
Annex B: Fixed Link Presentation
FIXED LINK PRE-FEASABILITY STUDY
PRESENTATION OVERVIEW

• Purpose and Background
• Summary of 2017 Pre-Feasibility Update
• Transportation Impacts
Purpose

Priority Project for the Government of Newfoundland And Labrador

- Premier Ball’s mandate letter to the Minister of Transportation and Works
- Required an update of the 2004 feasibility study with the Harris Centre on a fixed link between Labrador and the Island of Newfoundland to confirm current costs associated with this project
LOCATION

- Strait of Belle Isle between Point Amour, NL and Yankee Point, NL
- Current ferry connection between Blanc Sablon, QC and St. Barbe, NL
2004 STUDY

- Three basic fixed link concepts:
  - Bridge
  - Causeway with Bridges
  - Tunnel
- Each option considering road and rail traffic
WHY AN UPDATE WAS NEEDED

• Part A - Engineering
  • 14 years since original work
  • To validate previous work
  • New geological research (10 bores, Nalcor)
  • Tunneling/excavation innovations
  • Changes to provincial, national and global economies
    • Labour rates
    • Inflation

• Part B - Preliminary Economic Impact Analysis (New Section)
  • Measure possible impacts on economy of the province
  • Identify which regions would be impacted
2017 STUDY ASSUMPTIONS

1. Only road and rail tunnel options were considered
2. R138 is completed to an acceptable standard
3. All Strait of Belle Isle traffic is diverted through the link
4. 60% of gulf service would choose the fixed link route
5. Traffic growth rate of 2.5% annually
6. TBM is operating 7 days/week
7. Toll charge for the link is less than or equal to the Marine Atlantic Gulf service
CHALLENGES

- Water depth (+100m), hydrostatic pressure
- Uneven terrain
- Harsh conditions (wind, fog, snow)
- Icebergs
- Sea Ice
- Ice scour
- HVDC Cable
- Geology
INVESTIGATIONS SINCE 2004

- Investigations between 2008 and 2012 for Nalcor Energy Cable Crossing
- Onshore Investigations
- Offshore Investigations
- Desktop Studies
BEDROCK SURFACE AND STRATIGRAPHY

- Bedrock dips gently towards southeast
- Tunnelling through various bedrock formations
- Rock types include limestone, dolostone, sandstone, shale and gneiss
PREFERRED OPTION (2017 REPORT)

- Preferred Option
  - Single Electric Rail tunnel (three trains)
    - Normal Power 1,560 kVA
    - Emergency Power 900 kVA
  - Tunnel Length 30km
  - Tunnel Diameter 7.6m
  - Depth 130m
  - Design speed 100km/hr
  - Recommended Procurement Method
    - DBFOM with tolls – P3
PREFFERRED OPTION (2017 REPORT)

- Timelines 12 years (3y plan, 2y design, 7y construction)
- Capital Cost $1.765B (Class 4 -20% to +30%)
- Total finance $2.614B with $1.5B capital contribution
- Operating Cost $8.7M/year

- Construction Method 2TBM’s (Mixed Shield)
  - Advance rate 5.4-7.1m/day in faulted zones
  - Advance rate 14-17.7 m/day in non-faulted zones

- Capacity 3930 AADT (393 peak hour)
CAPITAL COST COMPARISON

Road and Rail Tunnel Capital Cost Comparison

- 2017 Road Tunnel Cost
- 2017 Rail Tunnel Cost
- 2004 Road Tunnel
- 2004 Rail Tunnel

Single Bore 1 TBM: $1,144
Single Bore - 2TBM: $1,559
Twin Bore - 2TBM: $1,184
Twin Bore - 2TBM: $1,765

2017 Road Tunnel Cost: $3,967
TRANSPORTATION IMPACTS

- On average 60% of the truck traffic originates from Quebec west
- Traffic originating from Quebec west
  - Travel time is reduced by approximately 5 hours
- Traffic originating in the Maritimes
  - Travel time is increased by approx. 16 hours (14.4 vs. 30.5)
- Estimated savings in transportation costs
  - Range between $3.25 million and $13.5 million per year
- Potential changes to traditional supply routes
  - Through creation of a more competitive environment for exporters and shippers
ECONOMIC IMPACT ANALYSIS

• Provincial Economy

• The revenue diverts to Northern Peninsula/Straits

• Port-Aux-Basques region is negatively impacted $1.9-2.9M annually (40-62 jobs)
NEXT STEPS

• A full feasibility analysis is required to inform a decision for project sanction.
• Viability for the fixed link requires consideration of a full transportation route including the upgrading of Route 430 on the Northern Peninsula and the completion of Route 138 on the North Shore of Quebec.
THANK YOU