

Final Response

January 3, 2025

Dear Applicant:

Re: Your request for access to information under Part II of the ***Access to Information and Protection of Privacy Act (LAS 52 2024)***

On November 6, 2024, the Department of Labrador Affairs received your request for access to the following records:

“All briefing materials prepared for the Deputy Minister and Minister for the month of October 2024.”

I am pleased to inform you that a decision has been made by the Deputy Minister of Labrador Affairs to provide partial access to the requested information. Access to the remaining records, and/or information contained within the records, has been refused in accordance with the following exception(s) to disclosure, as specified in the Access to Information and Protection of Privacy Act, 2015 (the Act):

Please be advised that *Decision Note: Seek Approval to Convert Temporary Positions Permanent* has been redacted in its entirety in accordance with 27(1) and 27(2)(a) in the Access to Information and Protection of Privacy Act, 2015.

Disclosure harmful to the financial or economic interests of a public body

Cabinet confidences

- 27. (1) In this section, "cabinet record" means
- 27. (2) The head of a public body shall refuse to disclose to an applicant
 - (a) a cabinet record; or

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;

Disclosure harmful to the financial or economic interests of a public body

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,

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
Email: commissioner@oipc.nl.ca

You may also appeal directly to the Supreme Court 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 this request will be published three business days after the response is sent electronically to you or five business days in the case where records are mailed to you. The goal is to have the responsive records posted to the Completed Access to Information Requests website within one business day following the applicable period of time. Please note that requests for personal information will not be posted online.

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

Sincerely,



Lanny Barney
ATIPP Coordinator

Access or correction complaint

42.

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

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

- a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or
- b) after the date the head of the public body is considered to have refused the request under subsection 16(2).

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

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

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

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

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

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

- a) a request that is disregarded under section 21;
- b) a decision respecting an extension of time under section 23;
- c) a variation of a procedure under section 24; or
- d) an estimate of costs or a decision not to waive a cost under section 26.

(9) The commissioner shall provide a copy of the complaint to the head of the public body concerned.

Direct appeal to Trial Division by an applicant

52.

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

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

- a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or
- b) after the date the head of the public body is considered to have refused the request under subsection 16(2).

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

(4) An appeal shall be commenced under subsection (3) not later than 15 business days after the applicant is notified of the commissioner's refusal under subsection 45(2).

Information Note
Department of Labrador Affairs

Title: Arctic Circle Assembly

Issue: To provide an overview of the Arctic Circle Assembly 2024 held in Reykjavík Iceland on October 17-19, 2024. This note was initiated by LA.

Background and Current Status:

- The Arctic Circle Assembly (ACA) is the largest annual international gathering on the Arctic, with average participation of approximately 3,000 delegates from 70 countries. The 2024 ACA will be held in Reykjavik, Iceland from October 17-19 at the Harpa Hall and Conference Centre. The ACA is chaired by Ólafur Ragnar Grímson, the former President of Iceland. ACA held the first open assembly in 2013 in Reykjavik.
- The annual Assembly brings together governments, organizations, universities, policy institutes, and Indigenous governments and organizations to discuss the Arctic. It is noted as a place for international engagement, cooperation and celebration of the Arctic.
- Newfoundland and Labrador will be represented at the ACA by Minister Dempster, in her portfolios for Labrador Affairs and Environment and Climate Change, along with the ADM of Labrador Affairs, Michelle Watkins, and ADM of Environment, Susan Squires.
- The 2024 ACA features 900 speakers in more than 300 sessions. Minister Dempster and officials are registered for the Business Forum which provides access to all sessions during the Assembly. Some sessions of particular interest include Sovereignty, Search and Rescue (SAR), Climate Change and NATO. MP Yvonne Jones is scheduled to be a speaker during the Forging Joint Climate Action: The Arctic in Flames, at 1:15 pm on October 18. For the full program please see tabs 1 and 2 in the binder.
- Premier Akeeagok of Nunavut is scheduled to be a speaker on October 17th at 6:15 pm in a session on Greenland A Partner in the World: An Arctic Strategy and will discuss the MOU between Nunavut and Greenland. Premier Akeeagok is also scheduled to speak on the 18th at 11:20 am in a session on Canadian Perspectives on Arctic Security.
- Canadian delegates have been invited to a welcome reception hosted by the Canadian Embassy in Iceland on October 16th at 4 pm.
- Other receptions and networking opportunities include:
 - Oct 17th at 6:15pm - British Arctic Drinks, hosted by the British Embassies in Reykjavík and Copenhagen
 - Oct 17th at 7:15pm - Welcome Reception hosted by the Prime Minister of Iceland, and the Foreign Minister of Iceland.
 - Oct 18th at 7:15pm - Reception hosted by the University of the Arctic.

See tabs 16 to 20 for relevant bios.

Analysis:

- The ACA is an opportunity for Newfoundland and Labrador to share space with members of the international community to discuss common concerns and to work on a collective vision for the future of Arctic communities around the globe.
- LA leads Arctic and Northern policy initiatives for the Province and many of the sessions are relevant to the work currently being undertaken. See tab 9 of the binder for a note on Arctic policy initiatives.
- Meetings are being planned with other jurisdictions relevant to LA and ECC portfolios. Bilateral meetings may include:
 - Premier Akeeagok and officials from Nunavut to discuss the work being undertaken on the Memorandum of Understanding between Newfoundland and Labrador and Nunavut. (TBC)
 - Jenny Hill – Canadian Ambassador to Iceland – October 19th at 9 am.
 - Gudlaugur Thór Thórdarson – Minister of Environment, Energy and Climate is confirmed for October 18th at 3 pm.
- The trip also provides the opportunity to visit Iceland and potentially view northern infrastructure and learn how Iceland responds to issues similar to Labrador's.
- Global Affairs Canada will have a Canada booth in the trade show where Canadian delegates are requested to bring any giveaways from their jurisdictions. LA has Labrador Flag pins and 50th anniversary flag buttons for display.

Action Being Taken:

- Officials with LA and ECC will be attending the ACA and providing support to the Minister.
- LA will identify opportunities for potential meetings with other jurisdictions based on delegates present at the ACA.

Prepared/Approved by: S. Jenkinson/F. Smith/M. Watkins/J. Higgins
Ministerial Approval:

October 11, 2024

Information Note
Department of Labrador Affairs

Title: Government of Newfoundland and Labrador's Arctic Policy Initiatives

Issue: To provide an overview of Arctic Policy Initiatives. This note was initiated by LA to support materials for the Arctic Circle Assembly.

Background and Current Status:

- The geographic location of Labrador and its proximity to the Arctic has provided Newfoundland and Labrador with the opportunity to engage in areas of economic and social development in the Arctic and Canada's North.
- LA leads Arctic policy initiatives for the Province. This falls within the mandate of LA to advance the social and economic development of Labrador while providing advice on government policies, planning and programs that impact Labrador.
- LA has long been involved with policy initiatives in Canada's North. Since 2000, LA has led the Northern Development Ministers Forum (NDMF) file for the Province. NDMF members are comprised of northern jurisdictions across Canada including representation from the Federal Government.
- LA also represents the Province on the working groups for the Government of Canada's Arctic and Northern Policy Framework (ANPF), the Arctic Council Advisory Committee (ACAC), and the Nunavut (NU) Memorandum of Understanding (MOU).
- The Government of Canada released the ANPF in September 2019. The Framework is expected to provide overarching direction to the Federal Government's priorities, activities and investments in the Arctic until 2030. LA represents Newfoundland and Labrador on the ANPF working group with officials from the governments of Yukon, Northwest Territories, Nunavut, Manitoba, Quebec, Canada and Indigenous organizations in the Arctic and North.
- Following its release, LA has continued to work with the Federal Government on the Framework which includes a governance model and investment strategy. Officials attend monthly meetings as well as bilateral meetings for the ANPF.
- Canada is a member of the Arctic Council, which is the leading intergovernmental forum promoting cooperation, coordination and interaction among the eight Arctic States, Arctic Indigenous peoples, organizations and observer countries on common Arctic issues. LA represented the Province at the ACAC meeting in February 2022. The ACAC is developing a strategic plan based on its foundational documents, strategies and guiding documents. LA regularly attends virtual meetings of the ACAC.
- LA chairs the Arctic Policy Working Group (APWG) for Provincial Government departments to coordinate and share information about Arctic and northern opportunities relevant to the Province. LA activity in Arctic policy initiatives is shared with the working group who review and provide input on relevant materials.

Analysis:

- LA has developed positive relationships with its Northern partners in Canada and has positioned itself as a contact for Ministries across the North.

- In February 2023, the MOU with Nunavut was signed in Ottawa. The implementation committee has met and is currently in the [REDACTED] [REDACTED] LA is working with NU on a potential leadership meeting that may be on the margins of the NDMF in January 2025 or potentially as part of the Council of Federation meetings in December 2024. 29(1)(a)
- LA is the current chair of the NDMF which is scheduled for January 21-23, 2025 in Happy Valley-Goose Bay. [REDACTED] The NDMF allows northern Ministers private time to discuss jurisdictional priorities and to network with officials from northern regions. 29(1)(a)
- The annual leadership meeting with the ANPF is scheduled for October 11, 2024. Minister Dempster is scheduled to attend virtually with officials from LA. [REDACTED] [REDACTED] 29(1)(a)
- LA is participating in the Arctic Circle Assembly scheduled for October 17-19, 2024 in Reykjavik, Iceland. Accompanying Minister Dempster will be the ADM for LA, and the ADM for ECC. This will allow for networking amongst a wide variety of delegates from Arctic states. A separate note is being prepared on the Assembly.

Action Being Taken:

- LA will continue to represent the Province on working groups for the ANPF, ACAC, and the NDMF and will engage the APWG on issues and opportunities that arise.
- LA will continue to work to finalize the workplan on the MOU with NU.
- LA will continue to chair and plan the upcoming NDMF in 2025.

Prepared/Approved by: F. Smith/M. Watkins./J. Higgins

Ministerial Approval:

October 11, 2024

Information Note
Department of Labrador Affairs

Title: Public Utilities Board Review of Petroleum Pricing in Labrador

Issue: To provide an overview of the potential changes to PUB petroleum pricing in Labrador

Background and Current Status:

- The Public Utilities Board (PUB) has divided the Province into pricing zones. The zones in Labrador are as follows:
 - Zone 10 – L’Anse au Clair, Forteau, L’Anse Amour, L’Anse au Loup, Capstan Island, West St. Modeste, Pinware and Red Bay
 - Zone 11 – Lodge Bay, Mary’s Harbour, St. Lewis, Port Hope Simpson, Charlottetown, Pinsent’s Arm, paradise river and Cartwright.
 - Zone 11a – Black Tickle
 - Zone 11b – Norman Bay, William’s Harbour
 - Zone 12 – Happy Valley-Goose Bay, North West River, Mud Lake
 - Zone 13 – Labrador City and Wabush
 - Zone 13a – Churchill Falls
 - Zone 14 – Hopedale, Makkovik, Nain, Natuashish, Postville and Rigolet

- Petroleum products in Zones 13 and 13a are delivered by train or truck from Quebec, generally on a weekly basis. This is different than the other zones in Labrador that are supplied seasonally by marine tanker. For this reason, pricing in Zones 13 and 13a is similar to the Island portion of the Province. In Labrador’s other zones, maximum prices are adjusted seasonally to reflect timing of product delivery by marine tanker. Maximum prices are only adjusted when resupply occurs, usually in the spring and fall.

- In June 2022, the PUB was directed by the Minister of DGSNL to conduct a review of petroleum products regulation and examine the suitability of the pricing mechanism for benchmark prices and markups. The PUB engaged R Cube Economic Consulting Inc. and Kalibrate Canada Inc. to gather and analyze information and provide issues. The PUB issued a consultation document in relation to the Island portion of the province in June 2024. On October 1, 2024 the PUB released a Labrador Consultation Document as part of its ongoing petroleum products review.

- The components of maximum prices are set out in the **Petroleum Products Regulations**. Maximum prices are the sum of benchmark prices, mark-ups, zone differentials and taxations. Refer to Appendix A for pricing components.

Analysis:

- Two major suppliers import products into Labrador – Woodward’s Oil Limited (Zones 11, 11a, 11b, 12 and 14) and Harnois Energies Inc. (Zones 10, 13 and 13a). Woodward’s Oil Limited also supplies product to Harnois Energies Inc. in Zone 10. Fuels are also supplied by other wholesalers including William Normore Ltd. (Zones 10 and 11), Parkland (Zones 10, 13 and 13a), Sobey’s Inc. (Zone 13), DND Petroleum (Zone 13) and Allard Distributing (Zones 13 and 13a).
- According to the Labrador Consultation Document, based on the information provided to date, the PUB is reviewing whether:
 - Black Tickle (Zone 11a), William’s Harbour and Norman Bay (Zone 11b) should be combined;
 - a pricing zone should be established for the Town of Cartwright;
 - legislative changes should be recommended to Government in relation to the mid- grade and premium gasoline adders of three cents per litre and six cents per litre;
 - the Board should make changes to the way maximum prices are calculated for higher grades of gasoline in the marine tanker supplied areas;
 - a seasonal blending methodology should be adopted for diesel motor fuel in Western Labrador;
 - legislative changes should be recommended to Government to give the Board more discretion in the calculation of maximum prices;
 - Argus Media should replace Platts as the data reporting agency used in pricing;
 - a five-day average should be used in the calculation of maximum prices;
 - maximum prices should be adjusted on Friday instead of Thursday; and,
 - there should be regular, more frequent reviews of mark-ups and zone differentials, with less frequent in-depth reviews.

- There is only one retail location in Black Tickle (11a), with product delivered infrequently by truck on a ferry. William's Harbour (11b) has relocated and Norman Bay (11b) no longer has a marine ferry service. The PUB is reviewing whether to combine Zones 11a and 11b to create a combined zone called 11a Coastal Labrador South. This recommendation would simplify the zones with no anticipated concerns.
- Historically, Cartwright was supplied with gasoline by two wholesalers—Woodward's Oil Limited (Goose Bay) and William Normore Limited (L'Anse au Loup).

[REDACTED]

The PUB was concerned that a wholesaler may choose not to supply if maximum prices did not provide for cost recovery, leaving towns in Zone 11 without a secure supply.

29(1)(a)

- According to the Labrador Consultation Document, information recently provided by industry suggests that there have been changes to storage and supply for certain areas of the marine supply areas for Labrador. Based on this information, it appears a gasoline facility in St. Lewis in Zone 11 may not be operating, the supply of gasoline for Cartwright is from Zone 12, and a retailer in Cartwright has stopped selling petroleum products. Diesel and stove oil continue to be supplied by either marine tanker or storage facility in Zone 12. On this basis, PUB notes consideration to create a separate pricing zone for the Town of Cartwright.

[REDACTED]

29(1)(a)

- In accordance with the **Petroleum Products Regulations**, the PUB's benchmark prices for mid-grade and premium gasoline are set at three cents per litre and six cents per litre higher than regular gasoline. According to R Cube, the spread between premium gasoline and regular gasoline market prices in 2022 was approximately 16 cents per litre. Given this, the PUB considers a change to mid-grade and premium gasoline benchmarking may be justified. This would require a legislative

change to the **Petroleum Products Regulations** by Government.

29(1)(a)

- Further to the previous point, the PUB is considering whether it should make changes to the way maximum prices are calculated for higher grades of gasoline in marine tanker supplied areas. While changes to the three and six cents per litre benchmark prices for mid-grade and premium gasoline requires legislative changes, changes to pricing methodology may be implemented by the PUB in accordance with the **Petroleum Products Regulations** in areas supplied by marine tanker.
- The current maximum prices for diesel in Zones 13 and 13a reflects a blend of 75 per cent Ultra Low Sulphur Kerosene and 25 per cent Ultra Low Sulphur Diesel. The PUB is considering whether a seasonal blending methodology should be adopted to diesel in these zones. The formula being considered by the PUB is outlined in Appendix B.
- The legislation does not currently allow the PUB to adopt an alternative methodology in the calculation of maximum prices in Zones 13 and 13a as it does for the marine tanker supplied areas of Labrador. As a result, there are often significant differences between the benchmark prices based on PUB market data and the cost of the product to suppliers, which is based on rack prices in Quebec. An analysis of the difference between the benchmark prices and posted rack prices from Montreal shows significant variances, particularly for diesel. These variances place pressures on wholesaler margins in Zones 13 and 13a. PUB is considering recommending legislative changes to Government to give the PUB more discretion in the calculation of maximum prices.
- The Board is seeking information and commentary on whether Argus Media should be used rather than Platts US MarketScan for all areas of the province which have weekly adjustments of maximum prices, including Western Labrador. According to the Labrador Consultation Document, this would generally better reflect industry pricing and would provide consistency in the market data used to set maximum

prices throughout the Province. It would also be consistent with NB and NS which recently switched to Argus.

- The PUB is seeking input on whether the number of days used in the weekly calculation of average benchmark prices should be five rather than seven. This would apply to calculations of maximum petroleum prices in Zones 13 and 13a in Labrador. For regular maximum price adjustments, the benchmark price is an average of reported pricing data over the previous seven days, with Friday price being used for Saturday and Sunday. Moving to a five-day weekday average would be consistent with other Atlantic provinces and avoid potential concerns of additional weighting to the Friday data point, a concern if there is market volatility.
- The PUB is considering moving to weekly adjustments in maximum petroleum prices to Friday. This would be in alignment with other Atlantic Canada jurisdictions. This would apply to Zones 13 and 13a in Labrador.
- The PUB is considering implementing more frequent, less complex, reviews of the mark-ups and zone differentials. Regularly scheduled assessments of mark-ups and differentials, possibly annually, would allow the Board to address changes in costs in a timely manner. Routine assessments could utilize publicly available information such as Consumer Price Index and changes in diesel fuel prices. A more detailed review process would be necessary at less frequent intervals to thoroughly assess the appropriateness of the existing mark-ups. It is anticipated that routine information gathering and monitoring procedures for industry would be implemented to ensure that the PUB has the necessary information to conduct both annual and more comprehensive reviews. This would likely include annual requests for cost and volumetric information from industry.
- There have been concerns raised in Labrador when there are significant differences in maximum prices between adjacent zones, in particular Zones 9 (Northern Peninsula to Englee and St. Anthony) and Zone 10, and also between Zones 11 and 12. In addition, concerns have been expressed in Zone 10 when there is significant changes in maximum prices at the time of resupply, especially when the product is from storage facilities in a zone with significantly lower prices, such as Zone 12. The PUB comments that while seasonal pricing can mean price differences

between adjacent zones, the differences are based on the method and cost to resupply each zone. [REDACTED]

29(1)(a)

- The following changes are being considered by the PUB to the mark-ups and zone differentials for retailers in Labrador (refer to Appendix C): increases in the retail mark-ups to reflect cost increases; and increases to the retail mark-ups for stove oil heating fuel in Zones 11a and 14 to make them consistent with the Island. Increases in retail mark-ups will further exacerbate the issues raised in Labrador. [REDACTED]

29(1)(a)

- The following changes are being considered to the mark-ups and zone differentials for wholesalers in Labrador (refer to Appendix C):
 - No increase to the total of the wholesale mark-up and the zone differentials based on the lack of information supporting increases in addition to the changes made in the Interim Labrador Review.
 - Changes to the allocation of wholesale mark-ups and zone differentials so that the mark-ups would be the same as the rest of the Province and the zone differentials would offset the mark-up changes.
 - Reductions to the wholesale mark-ups for stove oil heating fuel in Zones 11a and 14 to make them consistent with the Island.
- Petroleum pricing in this Province begins with the wholesaler, with benchmark price being the starting point for petroleum prices. Benchmark price is defined in the Labrador Consultation Document as a price reference point representing a wholesaler's unregulated purchase price for type of fuel. [REDACTED]

29(1)(a)

Action Being Taken:

- Minister Dempster will be meeting with the PUB to discuss issues and concerns with petroleum pricing in Labrador. Since some of the information is technical in nature, the Minister may wish to ask PUB officials to explain its recommendations and rationale.

Prepared/Reviewed by: K. Russell/F. Smith/M. Watkins/J. Higgins
Ministerial Approval: Received from The Honourable Lisa
Dempster

October 28, 2024

APPENDIX A

Maximum Pricing Components

Benchmark Prices	<p>Benchmark prices are derived from data sources prescribed in legislation and, for regularly scheduled adjustments:</p> <ul style="list-style-type: none"> o Benchmark prices are changed weekly, on Thursdays o A 7-day average of the pricing data is used o The average is converted to Canadian cents per litre
Carbon Price Adjustment	<p>The Carbon Price Adjustment reflects costs associated with the carbon intensity reduction compliance requirements under the federal Clean Fuel Regulations.</p>
Total Allowed Mark-ups	<p>The total allowed mark-up is the sum of:</p> <ul style="list-style-type: none"> o Wholesale mark-up o Retail mark-up <p>Mark-ups are not changed weekly.</p>
Zone Differentials	<p>Zone differentials reflect incremental costs of storage and distribution of product to pricing zones.</p> <p>Zone differentials are not changed weekly.</p>
Taxation	<p>Taxation includes the following (not applicable to heating fuels¹):</p> <ul style="list-style-type: none"> o Provincial Fuel Tax o Federal Excise Tax o Carbon Tax o Harmonized Sales Tax
Maximum Prices	<p>Maximum prices are the sum of:</p> <ul style="list-style-type: none"> o Benchmark price o Carbon Price Adjustment o Total allowed mark-up o Zone differential o Taxation

¹ Applicable taxation is applied at point of sale for heating fuels

APPENDIX B

Potential Diesel Benchmark Blending Methodology Western Labrador Zones 13 and 13a*			
Season	Blending Period	Blending Percentage	
		ULSD	ULSK
Summer	April End to September End	25%	75%
Fall Blend Transition	October (1 st Weekly Adjustment)	20%	80%
	October (2 nd Weekly Adjustment)	10%	90%
	October (3 rd Weekly Adjustment)	-	100%
Winter	October End to March End	-	100%
Spring Blend Transition	April (1 st Weekly Adjustment)	10%	90%
	April (2 nd Weekly Adjustment)	20%	80%
	April (3 rd Weekly Adjustment)	25%	75%

*Includes, at a minimum, Labrador City, Wabush, and Churchill Falls.

APPENDIX C

Potential Mark-Up and Differential Changes All Labrador Zones						
Product	Zone	Wholesale Mark-Ups and Zone Differentials		Retail Mark-Up		Total Potential Net Change
		Current	Potential	Current	Potential	
Gasoline	10	28.85	28.85	10.28	12.86	+2.58
	11	32.20	32.20	10.28	12.86	+2.58
	11a	38.46	38.46	12.67	12.86	+0.19
	12	17.88	17.88	10.28	12.86	+2.58
	13	21.38	21.38	10.28	12.86	+2.58
	13a	23.56	23.56	10.28	12.86	+2.58
	14	38.46	38.46	12.67	12.86	+0.19
Diesel	10	25.66	25.66	14.03	16.75	+2.72
	11	30.40	30.40	14.03	16.75	+2.72
	11a	37.38	37.38	14.03	16.75	+2.72
	12	17.05	17.05	14.03	16.75	+2.72
	13	19.80	19.80	14.03	16.75	+2.72

**Potential Mark-Up and Differential Changes
All Labrador Zones**

Product	Zone	Wholesale Mark-Ups and Zone Differentials		Retail Mark-Up		Total Potential Net Change
		Current	Potential	Current	Potential	
	13a	21.98	21.98	14.03	16.75	+2.72
	14	37.38	37.38	14.03	16.75	+2.72
Stove Oil ³⁸	10	26.61	26.61	20.28	22.74	+2.46
	11	27.31	27.31	20.28	22.74	+2.46
	11a	40.89	33.51	12.90	22.74	+2.46
	12	12.31	12.31	20.28	22.74	+2.46
	13	13.31	13.31	20.28	22.74	+2.46
	13a	15.41	15.41	20.28	22.74	+2.46
	14	40.89	33.51	12.90	22.74	+2.46

Meeting Note
Department of Labrador Affairs
Meeting with Nunavut Premier

Attendees:

Government of Newfoundland and Labrador

Hon. Lisa Dempster, Minister of Labrador Affairs
Michelle Watkins, Assistant Deputy Minister, LA
Susan Squires, Assistant Deputy Minister, Environment

Government of Nunavut

Hon. P.J. Akeeagok, Premier of Nunavut
Senior Officials with NU- TBD

Purpose of Meeting:

This meeting is an opportunity to discuss priorities from the Memorandum of Understanding (MOU) and other topics of mutual interest resulting from the Arctic Circle Assembly.

Memorandum of Understanding

- LA leads Arctic policy initiatives for the Province and chairs Government's interdepartmental Arctic Policy Working Group (APWG) to coordinate and share information about Arctic and Northern opportunities relevant to the Province.
- Newfoundland and Labrador and NU signed a MOU during the Northern Lights 2023 Conference on February 8, 2023 in Ottawa. Premier Furey and Minister Dempster were signatories to the MOU along with Premier Akeeagok and Deputy Premier Pamela Gross on behalf of NU.
- LA co-chairs the Cooperation and Implementation Committee (CIC) with NU's Department of Intergovernmental Relations on priority areas in the MOU. Newfoundland and Labrador's representation includes IET, IGAS, and IAR. Other departments/entities may be invited to participate when required.
- Minister Dempster and LA officials attended the Nunavut Trade Show in Iqaluit in September 2023 and met with Premier Akeeagok and NU's Departments of Economic Development and Transportation, Housing, Community and Government Services, and Homelessness.
- In November 2023, Newfoundland and Labrador hosted the first in-person CIC meeting in Ottawa. [REDACTED]
[REDACTED] 29(1)(a), 34(1)(a)(i)
- Minister Dempster and LA officials travelled to Ottawa June 4-6, 2024 to meet with federal counterparts regarding search and rescue (SAR) supports for Labrador. NU was invited to attend but was unable however, following the SAR meetings LA met with NU ADM for Local Government to discuss SAR supports in each jurisdiction and the opportunity to advocate the federal government on clear commitments regarding SAR.
- In September 2024, Minister Reid of IAR attended the Nunavut Trade Show and met with Premier Akeeagok. Discussions included the MOU and [REDACTED]

[REDACTED]

29(1)(a), 34(1)(a)(i)

Analysis:

- The MOU reflects the importance of cooperation in natural resources, education and training, transportation and infrastructure, culture and tourism, research and development, and healthcare and expands its focus to include northern infrastructure, social development and wellness, language, and Indigenous participation. Considering COVID-19, the importance of emergency preparedness was added as a priority area.

- The CIC identified areas of mutual interest like [REDACTED]

[REDACTED]

29(1)(a), 34(1)(a)(i)

- [REDACTED]

29(1)(a), 34(1)(a)(i)

[REDACTED]

- One of the commitments in the workplan is for the Premiers to visit each other's jurisdictions throughout the year and have regular discussions regarding priority areas. The Province is hosting the Northern Development Ministers Forum (NDMF) in Happy Valley-Goose Bay in January 2025. NU participates on the NDMF which provides an opportunity for meetings related to the MOU on the margins of the forum and potentially the Premiers' to meet in person.

29(1)(a), 34(1)(a)(i)

Potential Speaking Points:

- The signing of the MOU marked a step forward for our governments on collaboration and partnership. Our province is excited to see the wonderful work that our jurisdictions will accomplish over the life of this MOU.

- I understand the workplan is progressing with a number of key areas identified by our jurisdictions for the next two years. I look forward to hearing updates and seeing results from the hard work both of our teams are undertaking.
- Both our regions have a long history of culture and tradition. I can speak on behalf of Premier Furey in that we hope to host you in our province in the near future and show you the hospitality Newfoundland and Labrador is known for.

Sovereignty

- On April 8, 2024, Prime Minister Trudeau and the Honourable Bill Blair, Minister of National Defence, released the defence policy update *Our North, Strong and Free: A Renewed Vision for Canada's Defence* (ONSAF) and announced a new overall investment of \$8.1 billion over the next five years and \$73 billion over the next 20 years into defence. See note in tab X for further information on Arctic Sovereignty.
- Northern Premiers met on May 9, 2024 for a discussion on, among other things, Arctic security and sovereignty, critical infrastructure gaps, and emergency preparedness and management. Northern Premiers were pleased to see the updates to Canada's national defence policy through ONSAF. Northern Premiers welcomed federal efforts to improve Arctic security and the commitment to work with northern leaders to ensure multi-use infrastructure, such as deepwater ports, support the shared regional interests across Canada's territories.
- The Council of the Federation met on July 17, 2024 and welcomed the federal defence policy update. Premiers noted that Canada's trade and economic relations with the U.S. are founded on Canada being a strong, safe and secure ally and partner, and that more must be done to safeguard Arctic security and sovereignty and show Canada's commitment to its North and Northerners. Premiers emphasized the need to maximize use of existing underutilized federal assets, while noting that investments in multi-use infrastructure help protect the country and support the well-being of northern communities. Premiers echoed the Western Premiers call for two per cent of GDP spending on defence.

Analysis:

- At the Arctic Circle Assembly Premier Akeeagok is speaking. [REDACTED]
[REDACTED] 29(1)(a)
- The federal government previously committed \$38.6 billion over 20 years toward modernization of NORAD and related defence infrastructure in the north. As part of the infrastructure funding to be provided, DND will upgrade CAF's infrastructure at four Forward Operating Locations in Canada's North (Inuvik, Yellowknife, Iqaluit, and Goose Bay). In August 2022, then-Minister of National Defence, Anita Anand, confirmed that air operations infrastructure at 5 Wing Goose Bay as one of the locations to be upgraded as part of NORAD modernization.
- 5 Wing is strategically located in Labrador to assist CAF and NORAD with protecting North American airspace. The Province is supportive of its infrastructure upgrades, as well as opportunities to increase military presence and training in Newfoundland and Labrador generally, including pursuing an enhanced operational role for 5 Wing Goose Bay,

improved search and rescue capabilities, and increased foreign military training (e.g. low level flight training).

Speaking Points:

- Newfoundland and Labrador recognizes the importance of Arctic security and sovereignty to all Canadians, especially in light of ongoing geopolitical instability and the impacts of climate change that are experienced more acutely in the region.
- Labrador has an important role in relation to security and sovereignty in Canada's Arctic as a staging ground for national defence assets in the eastern north, as well as for environmental protection and monitoring activities as commercial traffic increases due to the region and its natural resources becoming more accessible.
- Newfoundland and Labrador is pleased that 5 Wing Goose Bay has been identified for upgrading as part of federal funding for NORAD modernization.
- As development potential in the Arctic continues to emerge, it is imperative that northern and Indigenous communities benefit and thrive from these opportunities.
- Newfoundland and Labrador continues to welcome federal investments in Canada's defence, including investments announced in April's defence policy update. The province can play a crucial role in ensuring and enhancing arctic security and emergency preparedness with investments in our existing military infrastructure.

Prepared/Approved by: F. Smith/M. Watkins/J. Higgins, in consultation with IGAS

October 11 2024

Meeting Note
Department of Labrador Affairs
Competition Bureau of Canada – Airline Market Study
Thursday, October 24, 2024 – 01:00 NL (Teams)

Attendees:

Government of Newfoundland and Labrador

Hon. Lisa Dempster, Minister of Labrador Affairs
Jason Higgins, DM – Labrador Affairs
Michelle Watkins, ADM – Labrador Affairs
Franca Smith, Director of Labrador Affairs

Competition Bureau of Canada

Departmental Staff - TBD

Purpose of Meeting:

The Bureau is requesting a call to discuss the submission by Labrador Affairs to the airline market study and understand the challenges of air services in the region.

Background:

- The Competition Bureau is an independent law enforcement agency of the federal government. In addition to enforcing the Competition Act, the Bureau works to find ways to improve competition in Canada.
- On July 29, 2024 the Competition Bureau launched a market study of competition in passenger air travel service in Canada. The airline industry provides essential transportation for communities across Canada and, for many remote and northern communities, air transportation is the only available option. Stakeholders were able to submit written submissions, request an interview, or both until August 31. The anticipated completion date of the final report is June 2025.
- Market studies allow the Bureau to look at the state of competition in a market and identify laws, regulations, policies or other factors that may affect competition. Through the market studies, the Bureau makes findings and provides evidence-based recommendations on how to increase competition in a sector.
- Labrador Affairs provided a written submission online and requested an interview with the Bureau. The Department highlighted the monopoly of air service within Labrador, high cost, unreliability and infrastructure challenges in its submission.
- In August 2024, Minister Dempster wrote to the Federal Minister of Transport and the Minister of Northern Affairs outlining concerns with air access in Labrador and requested a meeting to further discuss. The Minister of Northern Affairs is hosting the Arctic and Northern Policy Framework leaders meeting on October 11, 2024 and it may be an opportunity to bring some of the concerns forward.
- Labradorians rely on air travel for business, medical, tourism, and leisure, particularly for remote communities along the north and south coasts where communities have no road access. Seven communities in Labrador have no road access and rely heavily on air transportation year round.

- Labrador has a vast geography with smaller, remote communities throughout the region. Labrador residents seeking healthcare specialists and treatment are required to travel to the island portion of the province, this includes some cancer treatments, cardiac care, children's hospital, and eye and dental specialists.
- Happy Valley-Goose Bay has an extensive runway system. 5-Wing Goose Bay, a former American and allied military training base, continues to support various military operations including NORAD.
- As with northern jurisdictions, the cost of living is higher than the provincial norm. This creates challenges in recruitment and retention of business.
- On October 1, 2024, the Town of Happy Valley-Goose Bay (HVGB) issued a news release noting that Council had met with representatives of the Goose Bay Airport Corporation (GBAC) on how to address the critical issues of affordability and reliability of air travel in Labrador. GBAC provided an update on steps they are taking to improve air service in the region which includes an update on advocacy along with an update on their air service development initiatives.
- On October 8, 2024 HVGB Mayor George Andrews and Rex Goudie, CEO of the Goose Bay Airport Corporation presented to the Standing Committee on Transport, Infrastructure and Communities on the Competition Act and Air Travel in Northern, Rural and Remote Communities. They also asked the committee to recognize that air travel in the North be deemed as an essential service.

Analysis:

Monopoly

- There is one airline connecting Labrador to the rest of the province and beyond, Provincial Airlines (PAL). Service from central Labrador to remote communities along the north and south coast is provided by Air Borealis, a subsidiary of PAL in partnership with two Labrador Indigenous governments and organizations, the Innu Nation and the Nunatsiavut Group of Companies.
- In 2021, Air Canada ceased operations at the Wabush airport in Labrador West and in Goose Bay in 2023. Through an interline agreement with Air Canada, PAL assumed the route from Goose Bay to Halifax to fulfill a gap in service between Labrador and Atlantic Canada. [REDACTED]
[REDACTED] 29(1)(a)
- The cost of airfare to, from and within Labrador is exorbitant with PAL fares increasing substantially in recent years. On average, a refundable ticket from central Labrador to St. John's on PAL can cost upwards of \$1,800 return. This price increases if you travel from Labrador West or the North Coast of Labrador. [REDACTED]
[REDACTED] 29(1)(a)
- In a fare analysis report commissioned by the Goose Bay Airport Corporation in October 2024, it was noted that flight costs across Canada have increased by an average of 9.2 percent since 2019. But for passengers traveling to and from Labrador, prices have tripled

the national average. The average airfare in Happy Valley-Goose Bay has risen by 33.1 per cent since 2019. In Wabush prices have risen by 47 percent.

- Climate change is negatively impacting air access in Labrador. Low visibility, higher winds and more frequent storms have impacted flight schedules. [REDACTED] 29(1)(a)
- [REDACTED] 29(1)(a) 29(1)(a)
- [REDACTED] For the Labrador Straits, Blanc Sablon is the closest airport. Prior to the pandemic, flights were offered six days a week. Now there is very limited services operating at only three days per week. For people traveling for medical appointments or work, they are having to stay longer as they are not able to return home.

Infrastructure

- Goose Bay and Wabush airports have larger, asphalt runways and are the two hubs of air traffic in Labrador.
- All other communities are serviced by smaller, gravel airstrips. Smaller airstrips with inadequate lighting and positioning technology limits the type of aircrafts servicing smaller communities.
- On June 20, 2022, Minister Anand announced that Canada would invest \$38.6 billion over 20 years to modernize NORAD capabilities that protects North America. Specifically, four northern locations will receive basing upgrades in infrastructure investments. Of this funding, \$15.68 billion would be allocated for new infrastructure and upgrades to air operations. Goose Bay has been selected as one of four northern locations to receive funding for base and infrastructure upgrades.

Competition

- Labrador is home to major mining operations. Charters for workers is a frequent request of the one airline in Labrador. [REDACTED] 29(1)(a)
- PAL Airlines is expanding its routes into Canada and the United States through the Air Canada partnership. [REDACTED] 29(1)(a)
- [REDACTED] The Goose Bay Airport Corporation noted that between May 1 and August 1, 2024, more than half of the flights in Happy Valley-Goose Bay were delayed by more than 30 minutes. 29(1)(a)

Potential Speaking Points

- The Airline Market Study is examining larger airlines in Canada. The study should also consider smaller airlines in more remote/rural locations.
- Affordable and reliable air transportation in the North will require new policy changes that reflect the unique needs of northern regions.
- I recognize the cost of doing business in the North is high. The smaller population combined with the large geographical area may be hard to attract new air services.
- All governments need to work together to support air access in the North. Air travel is a lifeline for Northerners who have no road access or who are a great distance from service centres in the south.

Prepared by/Approved by: K. Michelin/F. Smith/M. Watkins/J. Higgins (pending)

October 23, 2024

Backgrounder:

Jenny Hill

On June 6, 2024, Jenny Hill was appointed the Ambassador Extraordinary and Plenipotentiary to Iceland.

Ms. Hill has a BA in Geography from the University of Victoria, 2006; and a MA in Geography from the University of Toronto, 2009. Ms. Hill joined the Canadian International Development Agency in 2005. Her first assignment abroad was to Afghanistan in 2009; in 2015, she served as first secretary (development) in Ghana; and, in 2017, as head of cooperation in Kenya.

At Headquarters, her positions have included deputy director roles in the International Humanitarian Assistance and Global Health bureaus and senior adviser to the assistant deputy minister of the Global Issues and Development Branch. She was Canada's ambassador to South Sudan from 2020 to late 2021. Most recently, she served as head of office, counsellor and consul in Zambia.

Considerations:

- The Embassy of Canada in Iceland is hosting a meet-and-greet reception on October 16, 2024 for Canadian participants in the Arctic Circle Assembly (ACA).
- Global Affairs is the lead for Canada at the ACA. The meet and greet is an opportunity to meet delegates and learn about their interests in the Arctic.
- MP Yvonne Jones is the only elected official attending on behalf of the Federal Government and [REDACTED] — 29(1)(a)
- LA works with Global Affairs on the Arctic Council Advisory Committee (ACAC). [REDACTED]

- [REDACTED] — 29(1)(a)
- A meeting request has been made with Ambassador Hill. This will be an opportunity to learn about the work being undertaken by the Embassy in Iceland and to discuss Government's initiatives and priorities like:
 - Arctic and Northern Policy (Northern Development Ministers Forum);
 - NL-Nunavut MOU;
 - Arctic and Northern Sovereignty; and
 - Climate Change.
- Information notes on the issues above are located in the briefing binder.

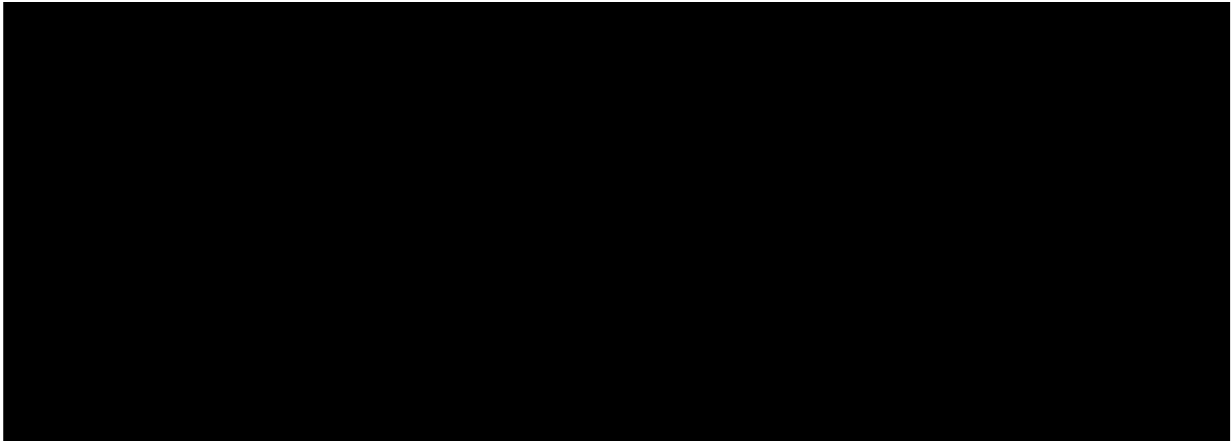
October 11 2024

Backgrounder:

**Arctic and Northern Policy Framework
Leadership Meeting**

- The Government of Canada released the Arctic and Northern Policy Framework in September 2019. The Framework is expected to provide overarching direction to the Federal Government's priorities, activities and investments in the Arctic until 2030. LA represents Newfoundland and Labrador on the ANPF working group with officials from the governments of Yukon, Northwest Territories, Nunavut, Manitoba, Quebec, Canada and Indigenous organizations in the Arctic and North.
- The goals of the ANPF include:
 - Strong, sustainable, diversified and inclusive local and regional economies;
 - Canadian Arctic and northern Indigenous peoples are resilient and healthy;
 - The Canadian Arctic and North and its people are safe, secure and well-defended;
 - Strengthened infrastructure that closes gaps with other regions of Canada;
 - The rules-based international order in the Arctic responds effectively to new challenges and opportunities;
 - Knowledge and understanding guides decision-making;
 - Canadian Arctic and northern ecosystems are healthy and resilient; and,
 - Reconciliation supports self-determination and nurtures mutually respectful relationships between Indigenous and non-Indigenous peoples.

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- ANPF leadership has provided a backgrounder on each agenda item which will be provided to the Minister. See below for roundtable items relevant to Newfoundland and Labrador.

29(1)(a)

Homeless and Vulnerable Populations in Central Labrador:

- The Town of Happy Valley-Goose Bay (HVGB) is experiencing an increase in homeless and vulnerable populations in recent years. In response, the Action Team was formed in 2021 to look at supports for the population. It is comprised of Provincial/Federal Government departments, RCMP, LGH, Indigenous governments and organizations, and other community organizations who provide supports for the vulnerable population and allows for coordination of localized resources across Government and stakeholders.

- Budget 2024 provided a \$30 million commitment to support the design and construction of an integrated health, housing and supportive services Hub in Happy Valley-Goose Bay. [REDACTED]

[REDACTED] 29(1)(a)

- Mental Health and Addictions Programs are available in 19 offices across the Labrador-Grenfell Health Zone. In 2023, mobile crisis response teams expanded to offer services in Happy Valley-Goose Bay, Labrador West and Sheshatshiu, and operate daily from 10am to 10pm. Services in the region also include opioid dependence treatment, comprehensive Dialectical Behaviour Therapy and mental health and addictions manager availability on evenings and weekends.

Potential Speaking Points

- Homelessness is an issue across the country and has become a major concern in HVGB. We rely on federal government supports to help navigate these issues. Representatives from Indigenous Services Canada on the Action Team have been helpful.
- Our Government encourages federal support towards housing initiatives as well as with the integrated health, housing and social supports model that will provide supports for our vulnerable and Indigenous populations in Labrador.

Search and Rescue:

- There are five primary SAR units in Canada: 103 Search and Rescue Squadron at Gander, Newfoundland, No. 413 Transport and Rescue Squadron at Greenwood, Nova Scotia, No. 424 Transport and Rescue Squadron at Trenton, Ontario, No. 435 Transport and Rescue Squadron at Winnipeg, Manitoba, and No. 442 Transport and Rescue Squadron at Comox, British Columbia. Missions are coordinated by three Rescue Coordination Centres (RCC's) located at Halifax, Trenton and Victoria. CAF assets are based where they can effectively respond to SAR incidents in all regions and having the right equipment and highly-skilled crews, ready to go out on short notice.
- Placing Cormorant, Hercules or Kingfisher aircraft and personnel at 5 Wing's 444 Squadron may elevate it to a primary SAR response centre. [REDACTED]
[REDACTED] 29(1)(a)
- The Canadian Coast Guard's Inshore Rescue Boat Service operates 26 stations in three regions of Canada: Atlantic, Central and Western. Each station is equipped with a 7-8 meter fast rescue craft and requires a three-person crew to operate. The fast rescue crafts are operational during the summer months when activity on the water is at its highest.
- Fast rescue stations are strategically placed to minimize loss of life, injury and property damage in areas with elevated seasonal activity on the water. There are no fast rescue crafts or inshore rescue boats stationed in Labrador. The closest station to Labrador is in Notre Dame Bay.

- Six communities in northern Labrador and two in southern Labrador do not have road access and are isolated from other communities and support. [REDACTED]

29(1)(a)

- Labrador has a vast coastline with an active year-round commercial and recreational activities. Climate change impacts northern communities faster than those in the south, and waters and ice conditions make it challenging for residents to predict patterns. These changes may contribute to increased search and rescue incidents in Labrador and further stresses the need for 5 Wing 444 Squadron to become a primary response centre and a greater presence from the Canadian Coast Guard's Inshore Rescue Boat Service.

Potential Speaking Points

- The SAR support areas for Labrador raised by the Province included:
 - enhanced designation of 5 Wing Goose Bay to a Primary Search and Rescue Centre;
 - Canadian Coast Guard Inshore Rescue Boat Service Station located in coastal Labrador;
 - rescue crafts strategically located along Labrador's coast;
 - mandatory Emergency Position Indicating Radio Beacons (E-PIRB) for all vessels;
 - further consideration of innovative solutions to SAR prevention and response; and
 - establishment of a federal / provincial Joint Committee on SAR operations for Labrador.

5 Wing:

- On June 20, 2022, Canada's then Minister of National Defence, Anita Annand, announced that Canada would invest \$38.6 billion over 20 years to modernize NORAD capabilities that protect North America. On August 24, 2022 in Happy Valley-Goose Bay, she announced that 5 Wing Goose Bay would be one of the four northern locations to receive funding for base and infrastructure upgrades.
- On April 8, 2024, Canada released the "Our North, Strong and Free: A Renewed Vision for Canada's Defence" strategy and a new overall investment of \$8.1 billion over five years and \$73 billion over 20 years in defence spending.
- During an Arctic and Northern Policy Framework (ANPF) meeting on May 24, 2024, DND presented on the new "Our North, Strong and Free" strategy. [REDACTED]

29(1)(a)

- The Minister of Foreign Affairs, Melanie Joly was in the province in August and [REDACTED]

29(1)(a)

- [REDACTED]

29(1)(a)

Potential Speaking Points

- As detailed in “*Our North, Strong and Free*”, they discuss the creation of Northern Operational Support Hubs to support a greater military presence and responsiveness across the Canadian North. 5 Wing Goose Bay would be a prime location geographically and logistically as an Operational Hub in the North.
- DND has a commitment to collaborating and deepening dialogue with Indigenous partners and northern communities, including establishing multipurpose infrastructure that can support military operations and contribute towards the needs of territorial government, Indigenous peoples, and Northern communities.
- Responding to the needs of Northern communities would be making the commitment to invest in 5 Wing from a military, sovereignty and SAR perspective.

Air Access:

- Happy Valley-Goose Bay has an extensive runway system. 5 Wing Goose Bay, a former American and allied military training base, continues to support various military operations including NORAD.
- Labradorians rely on air travel for business, medical, tourism, and leisure, particularly for remote communities along the north and south coasts where communities have no road access. Seven communities in Labrador have no road access and rely heavily on air transportation year round.
- As with northern jurisdictions, the cost of living is higher than the provincial norm. This creates challenges in recruitment and retention of business.
- Labrador has a vast geography with smaller, remote communities throughout the region. Labrador residents seeking healthcare specialists and treatment are required to travel to the island portion of the province, this includes some cancer treatments, cardiac care, children’s hospital, and eye and dental specialists.
- There is one airline connecting Labrador to the rest of the province and beyond—Provincial Airlines (PAL). Service from central Labrador to remote communities along the north and south coast is provided by Air Borealis, a subsidiary of PAL in partnership with two Labrador Indigenous governments and organizations, the Innu Nation and the Nunatsiavut Group of Companies.

Potential Speaking Points

- Affordable and reliable air transportation in the North will require new policy changes that reflect the unique needs of northern regions.
- We recognize the cost of doing business in the North is high. The smaller population combined with the large geographical area may be hard to attract new air services.
- All governments need to work together to support air access in the North. Air travel is a lifeline for Northerners who have no road access or who are a great distance from service centres in the south.

Climate Change:

- The following points are taken from the Arctic Climate Change Update 2021 and directly reflect significant changes to life for Labradorians from coast to coast.
 - Key indicators such as temperature, precipitation, snow cover, sea-ice thickness, and permafrost thaw show rapid and widespread changes under way in the Arctic.
 - The Arctic is experiencing an increase in extreme events. New findings include recent increases in the frequency and/or intensity of rapid sea-ice loss events, melt events on the Greenland Ice Sheet, and wildfires. There has been an increase in extreme high temperatures and a decline in extreme cold events. Cold spells lasting more than 15 days have almost completely disappeared from the Arctic since 2000.
 - Climate change is affecting the subsistence harvest-based livelihoods and food security of small Arctic communities, especially Indigenous communities. Arctic climate change is also posing widespread risks to safety, health, and well-being; damaging infrastructure; and causing economic impacts to many sectors. Commercial fisheries, aquaculture, and cruise tourism are expanding in the Arctic, with implications for coastal communities and livelihoods, vulnerable ecosystems, and demand for search-and-rescue services.

Potential Speaking Points

- These extreme changes in climate directly affect snow, sea and land and are changing the cultural practices and way of life for Labradorians, and particularly Indigenous groups.
- Early ice melt, lack of snow cover and the increase in wildfires in the summer affect the land for hunting and foraging and creates more demand for search and rescue and first responder services as more individuals are placed in dangerous situations while on land or sea.

Northern Development Ministers Forum (NDMF)

- The Northern Development Ministers' Forum was established in 2001 with the purpose of advancing the diverse and common interests of the people living in Canada's North, while raising awareness among decision-makers and the public about the accomplishments, contributions and potential of Northerners.
- The Forum provides an opportunity for federal, provincial and territorial ministers representing Canada's North to collectively gather and advance issues of common interest and raise awareness of issues pertaining to the North.

Potential Speaking Points

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29(1)(a)

- I would like to take this opportunity to encourage my colleagues with the ANPF who a part of the Northern Development Ministers' Forum are to come to Labrador this winter and experience the hospitality that Newfoundland and Labrador is famous for. I look forward to seeing everyone!

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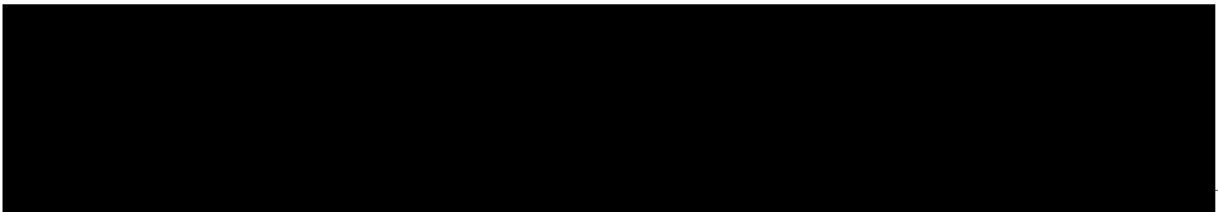
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Backgrounder:

Arctic and Northern Sovereignty

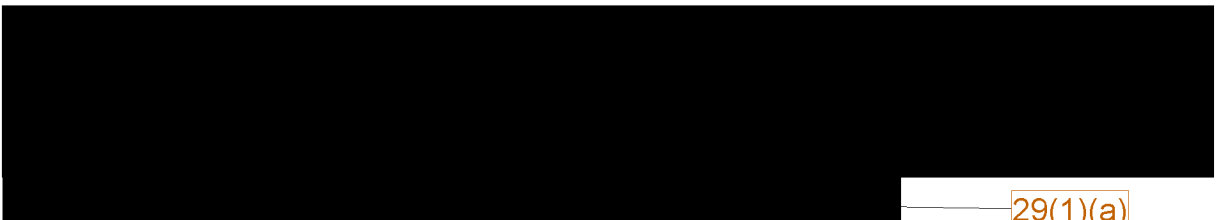
- As sea ice and permafrost continue to melt in northern regions and the Arctic, shipping routes and natural resources are becoming more accessible, including in Canada. This has contributed to the Arctic being geographically and politically important to a number of major powers, including China and Russia.
- On April 8, 2024, Prime Minister Trudeau and the Honourable Bill Blair, Minister of National Defence, released the defence policy update *Our North, Strong and Free: A Renewed Vision for Canada's Defence* (ONSAF) and announced a new overall investment of \$8.1 billion over the next five years and \$73 billion over the next 20 years into defence.
- Defence investments through ONSAF and Budget 2024 are expected to bring Canada's defence spending-to-GDP ratio to 1.76 per cent by 2029-30, a significant step towards reaching the two per cent guideline set by the North Atlantic Treaty Organization (NATO) in 2014. According to NATO, 23 Allies are expected to meet or exceed the target in 2024, compared to only three Allies in 2014. NATO members that are not expected to meet the two per cent target in 2024 include Belgium, Canada, Croatia, Italy, Luxembourg, Portugal, Slovenia, and Spain.
- The defence policy update acknowledges the impacts of a rapidly changing climate, new challenges to global stability, and accelerating advances in technology. The new defence policy sets out to address two core objectives: (i) strengthening the foundations of the Canadian Armed Forces (CAF); and, (ii) acquiring new capabilities to deal with new threats. This update outlines Canada's vision and plan to ensure that the CAF remain ready, resilient, and relevant, in the context of geopolitical turbulence and global uncertainty.

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29(1)(a)

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29(1)(a)

- The Council of the Federation met on July 17, 2024 and welcomed the federal defence policy update. Premiers noted that Canada's trade and economic relations with the U.S. are founded on Canada being a strong, safe and secure ally and partner, and that more must be done to safeguard Arctic security and sovereignty and show Canada's commitment to its North and Northerners. Premiers emphasized the need to maximize use of existing underutilized federal assets, while noting that investments in multi-use infrastructure help protect the country and support the well-being of northern communities. Premiers echoed the Western Premiers call for two per cent of GDP spending on defence.

Analysis:

- Investments in critical infrastructure, strategic military installations and assets to maintain and strengthen Canadian interests in the Arctic are contemplated in the federal government's Arctic and Northern Policy Framework (ANPF) and are further updated in ONSAF. These investments support northern communities to thrive, further strengthening Canada's presence in the Arctic.

29(1)(a)

- The ANPF provides overarching direction to the federal government's priorities, activities and investments in the Arctic until 2030. Input was provided from YK, NT, NU, MB, QC and Newfoundland and Labrador. Labrador Affairs represents Newfoundland and Labrador on the All-Partners Working Group of the ANPF. The next ANPF Leadership Meeting is expected to take place in Iqaluit, NU on October 11, 2024, and is an opportunity for northern leaders to discuss budget priorities for the ANPF.
- The federal government previously committed \$38.6 billion over 20 years toward modernization of NORAD and related defence infrastructure in the north. As part of the infrastructure funding to be provided, DND will upgrade CAF's infrastructure at four Forward Operating Locations in Canada's North (Inuvik, Yellowknife, Iqaluit, and Goose Bay). In August 2022, then-Minister of National Defence, Anita Anand, confirmed that air operations infrastructure at 5 Wing Goose Bay as one of the locations to be upgraded as part of NORAD modernization.
- 5 Wing is strategically located in Labrador to assist CAF and NORAD with protecting North American airspace. The Province is supportive of its infrastructure upgrades, as well as opportunities to increase military presence and training in Newfoundland and Labrador generally, including pursuing an enhanced operational role for 5 Wing Goose Bay, improved search and rescue capabilities, and increased foreign military training (e.g. low level flight training).

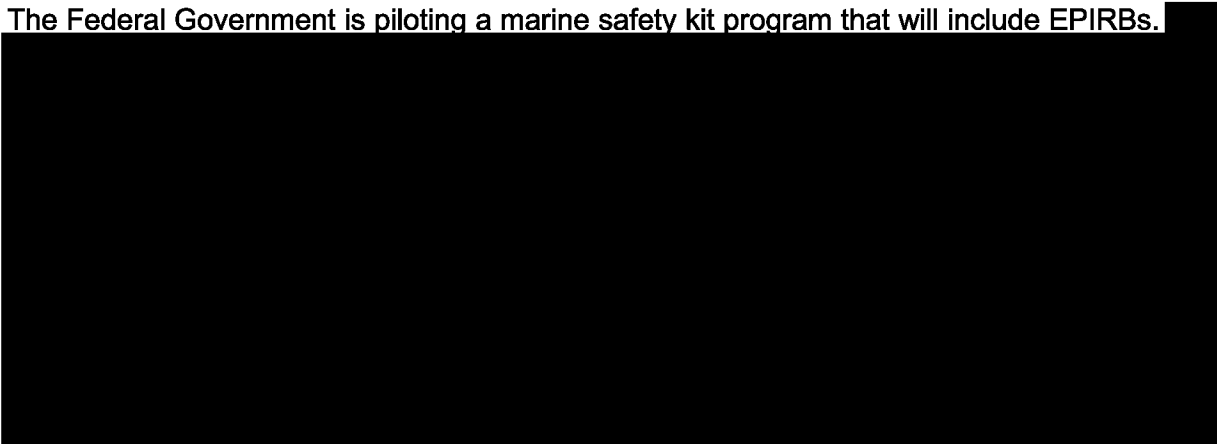
Speaking Points:

- **Newfoundland and Labrador recognizes the importance of Arctic security and sovereignty to all Canadians, especially in light of ongoing geopolitical instability and the impacts of climate change that are experienced more acutely in the region.**
- **Labrador has an important role in relation to security and sovereignty in Canada's Arctic as a staging ground for national defence assets in the eastern north, as well as for environmental protection and monitoring activities as commercial traffic increases due to the region and its natural resources becoming more accessible.**
- **Newfoundland and Labrador is pleased that 5 Wing Goose Bay has been identified for upgrading as part of federal funding for NORAD modernization.**
- **As development potential in the Arctic continues to emerge, it is imperative that northern and Indigenous communities benefit and thrive from these opportunities.**
- **Newfoundland and Labrador continues to welcome federal investments in Canada's defence, including investments announced in April's defence policy update. The province can play a crucial role in ensuring and enhancing arctic security and emergency preparedness with investments in our existing military infrastructure.**

Search and Rescue in Labrador

- The Search and Rescue support areas for Labrador that the Province has advocated for include the following:
 - enhanced designation of 5 Wing Goose Bay to a Primary Search and Rescue Centre;
 - Canadian Coast Guard Inshore Rescue Boat Service Station located in coastal Labrador;
 - rescue crafts strategically located along Labrador's coast;
 - mandatory Emergency Position Indicating Radio Beacons (E-PIRB) for all vessels;
 - further consideration of innovative solutions to SAR prevention and response; and
 - establishment of a federal / provincial Joint Committee on SAR operations for Labrador.
- 5 Wing Goose Bay's 444 Squadron is equipped with three CH-146 Griffon helicopters and is considered a secondary SAR response. Its primary mission is to provide rapid response to local emergencies during flight operations and military exercises taking place at 5 Wing.
- Jeanette Russell, formally of Mary's Harbour, has been a strong advocate for SAR improvements. On September 17, 2021, Jeanette's son, Marc, and his crewmate, Joey Jenkins, aboard the Island Lady failed to return to port. Ms. Russell created The Labrador Coalition for Search and Rescue which continues to advocate for SAR supports. One of her primary recommendations is to designate 444 Squadron as a primary SAR response centre in Goose Bay. In addition, the Coalition is seeking support letters for every community in Labrador to support the request. As of September 11, 2024 they had received support from all but five communities in the region.
- On June 20, 2022, Canada's then Minister of National Defence, Anita Annand, announced that Canada would invest \$38.6 billion over 20 years to modernize NORAD capabilities that protect North America. On August 24, 2022 in Happy Valley-Goose Bay, she announced that 5 Wing Goose Bay would be one of the four northern locations to receive funding for base and infrastructure upgrades.
- During an Arctic and Northern Policy Framework (ANPF) meeting on May 24, 2024, DND presented on the new "Our North, Strong and Free" strategy. [REDACTED] 29(1)(a)
- These sentiments align with the Newfoundland and Labrador / Nunavut MOU where SAR has been identified as a priority in the workplan. Minister Dempster met with Nunavut's Minister of Community and Government Services, Hon. David Joanase in 2023 to discuss federal SAR supports in the North. Both Ministers acknowledge the need for further investments from Canada. [REDACTED] 29(1)(a)
- On February 23, 2024, Canada announced the renewed Indigenous Community Boat Volunteer Program under the second phase of the Oceans Protection Plan. \$3.6 million was awarded to nine communities which included the NunatuKavut Community Council (NCC). To date, 49 Indigenous coastal communities and organizations across Canada have received over \$15.6 million in funding including other organizations in NL: Sheshatshiu, Natuashish, Miawpukek First Nation, Nunatsiavut Government, and Makkovikimiut Trust Incorporated.

- In May 2016, the Standing Senate Committee on Fisheries and Oceans began a comprehensive study on maritime search and rescue in Canada. The final report with its 17 recommendations was released in November 2018. The report made two recommendations that fall under the mandate of Transport Canada (TC):
 - Amendments be made in the TC regulations to extend the mandatory use of EPIRBs to vessels in all fishing fleets. A timeline of two years should be given to the fishing industry to achieve mandatory EPIRB carriage.
 - TC develop and disseminate user-friendly information regarding vessel stability to reduce unsafe practices in the commercial fishing industry.
- TC is responsible under the **Canada Shipping Act, 2001** for regulations and enforcement related to the safety of all vessels and marine personnel. In July 2017, TC issued the **Fishing Vessel Safety Regulations** which require vessels of a certain size and length of voyage (distance from shore) to carry EPIRBs onboard.
- The Federal Government is piloting a marine safety kit program that will include EPIRBs.



- Since the meeting in February 2023, JPS has had several calls with colleagues at Public Safety Canada. A formal Joint Committee meeting was held on August 24, 2023 to determine the roles and responsibilities, gaps in SAR resources, and areas to strengthen and optimize supports in Labrador.

29(1)(a)



October 9, 2024

29(1)(a)