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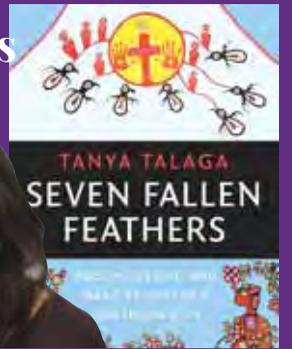
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TWENTY-NINTH YEAR, NO. 1526

CANADA'S POLITICS AND GOVERNMENT NEWSPAPER

MONDAY, APRIL 23, 2018 \$5.00

News Trans Mountain pipeline

'Crystal clear' feds have jurisdiction on \$7.4-billion Trans Mountain pipeline: here's how they could 'reinforce' it

BY PETER MAZEREEUW

There's no doubt that the federal government has authority to approve the Trans Mountain pipeline, says a pair of constitutional lawyers, and Prime Minister Justin Trudeau's promised legislation to "reinforce" that

Continued on page 29

News Senate oversight

Senators still split on bringing outsiders onto new expense-audit committee, as Rules Committee study gets underway

BY PETER MAZEREEUW

Three years after Auditor General Michael Ferguson's explosive investigation into Senate expenses, Senators still haven't agreed on whether to include outsiders on a new committee to audit Senate spending.

Continued on page 6

News Trans Mountain pipeline & MPs

B.C. Liberal MPs tout environmental measures in Trans Mountain pipeline talks with their constituents, but opposition MPs say Grits to 'absolutely' lose support in 2019 election

But NDP MP Kennedy Stewart says he thinks the project will 'collapse' in the coming weeks, highlighting the many National Energy Board approvals still to go.



Pipeline and politics: B.C. Liberal MPs Hedy Fry and Sukh Dhaliwal, and B.C. NDP MP Kennedy Stewart. Liberal MPs Ken Hardie and Pamela Goldsmith-Jones and Green Party Leader Elizabeth May. *The Hill Times* file photographs and Photograph by Shruti Shekar

BY LAURA RYCKEWAERT

British Columbia Liberal MPs say they're touting environmental investments and protections brought in by the Liberal government for the

\$7.4-billion Trans Mountain pipeline expansion project with constituents, with some suggesting their voters are split roughly 50-50 over the issue. But outspoken pipeline opponents NDP MP Kennedy Stewart

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News Liberal caucus

Liberals could revert to third-party status if MPs ignore constituents' concerns, warns rookie Liberal MP May

BY ABBAS RANA

Liberals jumped from third-party status to win a majority government in the 2015 general election, but they could easily revert to their pre-election status if Grit MPs don't reach out regularly to constituents before the

Continued on page 27

News Spending estimates

Federal spending up two per cent, hits \$276.6-billion in main estimates for 2018-19

BY LAURA RYCKEWAERT

Federal spending is up by roughly two per cent this fiscal year, reaching an estimated \$276.6-billion for 2018-19, with funding for the House of Commons and the Senate up by 6.5 per cent and five per cent, respectively, as set out in this year's main estimates.

The 2018-19 main estimates were tabled on April 16 by Treasury Board President Scott Brison

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HEARD ON THE HILL

by Shruti Shekar

Canadian actress Sandra Oh tells Jimmy Kimmel about the time she met Justin Trudeau

During a TV appearance on NBC'S *Jimmy Kimmel Live*, Canadian actress **Sandra Oh** called Prime Minister **Justin Trudeau** a "very down to earth" person.

"When you're preparing to see Justin Trudeau are people swooning in advance?" host **Jimmy Kimmel** asked during a segment of the episode posted on YouTube on April 13.

"He's extremely down to earth. He's very very down to earth and very accessible," Ms. Oh said, adding she's met Mr. Trudeau a couple of times.

"I'd like to say that I know him," the Ottawa native said, who was on the show to promote her new show, BBC America's *Killing Eve*.

Ms. Oh said her father, who was sitting in the audience with her mother, had also met the prime minister on a plane before he became Canada's leader.

She also said she met him with former U.S. president **Barack Obama** last year during the White House State Dinner.

Ms. Oh, a Golden Globe and Genie award winning actress who is originally from Nepean, Ont., is most famously known for playing the character **Cristina Yang** on ABC's *Grey's Anatomy*. But she's also been in numerous American films, including *Bean* (1997), *Last Night* (1998), *The Princess Diaries* (2001), *Under the Tuscan Sun* (2003), *Sideways* (2004), *Wilby Wonderful* (2004), *Sorry, Haters* (2005), *Hard Candy* (2005), *The Night Listener* (2006), *Blindness* (2008), *Rabbit Hole* (2010), *Tammy* (2014), and *Catfight* (2016).

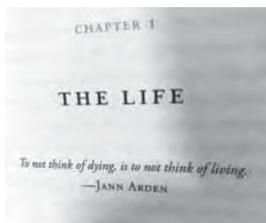
Canadian singer Jann Arden makes an appearance in ex-FBI director James Comey's new book

If you rifle through ex-FBI director **James Comey's** new book *A Higher Loyalty: Truth, Lies and Leadership*, you might find a familiar and famous quote by Canadian singer **Jann Arden**.

"Hey @jannarden you appear to have made it into James Comey's book. So that's a thing that happened," CBC's *The National* host **Rosemary Barton** tweeted on April 16, along with a picture of the page where Ms. Arden is quoted.

"To not think of dying, is to not think of living," Jann Arden, the book page says.

The eight-time Juno-winning artist tweeted in response to Ms. Barton: "The world's gone mad..."



Canadian singer Jann Arden gets quoted in ex-FBI director James Comey's new book. Photo courtesy of Twitter

Mr. Comey's new book is about his time as a lawyer, later as deputy attorney general, under former U.S. president **George W. Bush**, and finally being fired by U.S. President **Donald Trump**.

Flatiron Books published the 304-page book on April 17.

Pulitzer Prize-winning journalist to talk at an event

As part of its J-Talks series, the Canadian Journalism Foundation is hosting **Emily Steel**, a business reporter at *The New York Times*, in Ottawa on April 25 to speak about some of her reporting on #MeToo.

Ms. Steel will be "in conversation" with Ottawa *HuffPost* bureau chief **Althia Raj** at the event, which will start at 7 p.m. at the National Arts Centre in the O'Born Room.

Ms. Steel is best known for her work on exposing former Fox News host **Bill O'Reilly's** settlements with several women over sexual harassment allegations and other inappropriate behaviours. She also reported on the "toxic culture" at Vice Media.

Ms. Raj and Ms. Steel will discuss what has been learned in the era of #MeToo and "gender and power dynamics in the workplace."

Make sure you go online to register because space is limited. General admission is \$25, while students pay \$15.

Annabelle Cloutier leaves GG, joins NAC

Annabelle Cloutier has moved on from her post as communications and public affairs director for the governor general.

Following in the footsteps of longtime journalist **Rosemary Thompson**, Ms. Cloutier will become the next executive director of communications and public affairs and corporate secretary at the National Arts Centre.

Ms. Thompson left that role to become the vice-president of marketing and communications at the Banff Centre for Arts and Creativity.

An April 17 press release said Ms. Cloutier will start her new gig on May 7.

Ms. Cloutier was at the governor general's office for the past nine years and worked for former governors general **Michaëlle Jean** and **David Johnston**, and current Governor General **Julie Payette**.

Before that role, she worked with francophone film and television producers and did some advocacy work to promote arts and culture for la Fédération culturelle canadienne-française, an Ottawa based non-profit organization that promotes francophone and Acadian arts and culture.



Canadian actress Sandra Oh, Quebec artist Mitsou meeting Prime Minister Justin Trudeau during last year's 150th celebrations on the Hill on Canada Day. She told TV host Jimmy Kimmel on his show that she has met Mr. Trudeau several times, and said he was very humble. Photograph courtesy of Sandra Oh's Instagram

Separated at birth, eh?



Consulting firm Crestview Strategy's Dan Moulton, left, and Abacus Data pollster David Coletto. The Hill Times file photograph and Twitter photograph

This just in: David and Sharon Johnston to receive keys to the city April 25

Former governor general **David Johnston** and his wife **Sharon Johnston** will both be receiving keys to the city of Ottawa.

OttawaMatters.com reported that they would be receiving they keys because of their dedication to volunteerism, education, and mental health awareness.

Mr. and Mrs. Johnston will receive their keys at a ceremony hosted at Ottawa City Hall on April 25 at 7 p.m.

Mr. Johnston told *OttawaMatters.com* that he was happy to get the recognition with his wife.

"The job we've done in the last 7 years has been a two-person job and she has been terrific," he said.

The article noted that the two currently live just outside of Carleton Place and are spending some of their new free time golfing.

Mr. Johnston was Canada's 28th governor general and was appointed by former prime minister **Stephen Harper** in 2010 and served until 2017. Julie Payette succeeded him.

About a year ago he wrote a book with OpenText chair **Tom Jenkins** titled *Ingenious: How Canadian Innovators Made the World Smarter, Smaller, Kinder, Safer, Healthier, Wealthier, and Happier* that's all about different Canadian inventions.

To add to his list of credentials, he graduated from Harvard, Cambridge, and Queen's universities, and served as the dean of law at Western University, principal of McGill University, and president of the University of Waterloo.

Former Rogers publishing president and journalist Ken Whyte launches publishing company

Ken Whyte, former president of Rogers Publishing, is launching a new publishing company called The Sutherland House, and

it's already got a few books to be published early next year.

"Calling all authors and agents..." Mr. Whyte tweeted on April 13, referring to the launch of his new publishing house.

An April 13 *Globe and Mail* story said the company will publish non-fiction books. It noted the publishing company had also acquired artisan-publishing company The Porcupine's Quill, a company that publishes contemporary Canadian literature.

"I'm especially looking for books that will travel because I think that the Canadian writers who are making a living at it tend to be doing subjects that are of interest outside our borders," he told *The Globe and Mail*. "As a publisher, it matters to me to have a big audience."

Mr. Whyte, a former *Globe and Mail* columnist, was also the editor of *Maclean's* and *The National Post*.

Jim Carr to speak at a conference in Ottawa



Natural Resources Minister Jim Carr. Hill Times photograph by Andrew Meade

Natural Resources Minister **Jim Carr** is going to be the keynote speaker at a conference put on by the Canadian Global Affairs Institute.

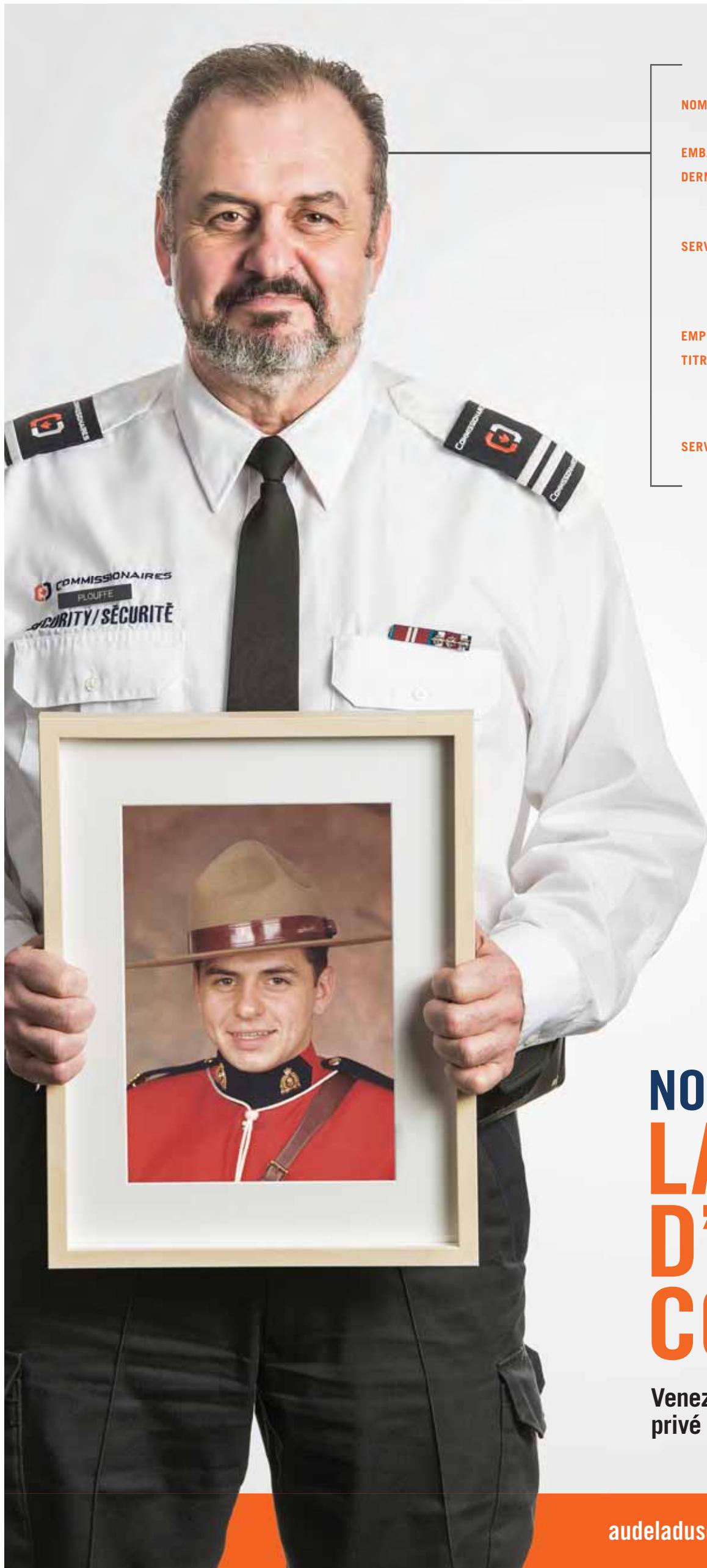
Mr. Carr will give his speech during the luncheon at the Rideau Club on May 8, which is also where the

daylong conference will be hosted, bringing in former Parliamentarians, senior civil servants, educators, and diplomats.

Some of the themes that will be covered at the conference will include Canada's international interests, U.S. relations, challenges with China, and a G7 overview, the event listing said.

Several speakers have been scheduled to speak at the conference including, former Quebec premier **Jean Charest**; former interim Conservative Party leader and cabinet minister **Rona Ambrose**, former Ontario premier and MP **Bob Rae**; **Ian Brodie**, chief of staff to former prime minister **Stephen Harper**; former Saskatchewan NDP finance minister **Janice MacKinnon**; **Jocelyn Coulon**, a political adviser to former foreign affairs minister **Stéphane Dion**; chief trade commissioner **Ailish Campbell**; former Canadian ambassador to China **Rob Wright**; French Ambassador **Kareen Rispal**; German Ambassador **Sabine Sparwasser**; U.K. High Commissioner **Susan le Jeune d'Allegre**; Japanese Ambassador **Kimihiro Ishikane**; Italian Ambassador **Claudio Taffuri**; Parliamentary Secretary to Foreign Affairs **Andrew Leslie**; Conservative MP **Erin O'Toole**; and NDP MP **Tracey Ramsey**.

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NOM

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DERNIÈRE AFFECTATION

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GENDARME SUPÉRIEUR //
GRC, DÉTACHEMENT DE
RIVERVIEW, N.-B. //
REGINA, SK – 1978–1979
DIVISION O (ON) – 1979–1980
DIVISION J (N.-B.) – 1980–1989 //

SERVICE À LA GRC

EMPLACEMENT
TITRE

GATINEAU //
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News NDP & Board of Internal Economy

Senate seeks intervener status to back House BOIE in ongoing court battle with NDP

The NDP's court battle with the Board of Internal Economy has been ongoing since 2014; the actual merits of the case still have yet to be dealt with.

BY LAURA RYCKEWAERT

The NDP's court challenge of the House Board of Internal Economy's 2014 order for NDP MPs to repay almost \$4-million in expenses continues, with the Senate now seeking intervener status to support the BOIE's appeal of a Federal Court decision to allow the case to be heard.

"I suspect they're [the Senate] doing it partly because of the results at the first level," said former House clerk Thomas Hall, referring to the October 2017 Federal Court decision to dismiss a motion from the House of Commons' Board of Internal Economy (BOIE) seeking to have the case struck down on the grounds that the BOIE's work and decisions are protected by parliamentary privilege and are therefore not under the courts jurisdiction.

On Nov. 3, the board filed notice it would be appealing the decision, and that the matter is now before the Federal Court of Appeal. On April 9, the Senate filed its motion to seek intervener status in the now-ongoing appeal case, in support of the BOIE's position that it's protected by parliamentary privilege.

"They're [the Senate] being sued by Senator [Mike] Duffy of course, so they may be hoping that nothing happens in this case that would weaken their position in the Duffy case," said Mr. Hall, who's been following the case from afar.



Mr. Hall said he personally agrees with the Federal Court judge's decision to allow the challenge to proceed, as he doesn't think the board is protected by parliamentary privilege. Mr. Hall said he expects the BOIE to fight the case all the way up to the Supreme Court if it comes to that.

With the potential for legal precedent to be set around the scope and application of parliamentary privilege, Mr. Hall said the case is one that's caught the interest of some academics. If the NDP succeeds in having its challenge heard by the courts, he said he doesn't expect it will spark challenges "right and left" over BOIE decisions.

"But it does mean they [the BOIE] would have to be more careful in the future about certain things," he said.

At the centre of the NDP's ongoing court battle with the House BOIE are two 2014 decisions by the



NDP MPs Alexandre Boulerice, left, and Ruth Ellen Brosseau are among the dozens of current and former NDP MPs caught up in the party's ongoing challenge of the House Board of Internal Economy's 2014 decisions ordering the repayment of almost \$4-million in expenses overall. The case has been dubbed Board of Internal Economy et al. v. Boulerice et al. Ms. Brosseau called the Senate's recent move to seek intervener status in the matter a "pile-on." *The Hill Times* photographs by Andrew Meade and Sam Garcia

board: the first, ordering 23 NDP MPs to repay roughly \$1.2-million over mailings sent to constituents using parliamentary funds which were deemed partisan, and therefore an improper use of funds; and the second, ordering 68 NDP MPs to repay roughly \$2.7-million in parliamentary funds used to cover the salaries of staff working in satellite offices set up outside of Ottawa—in Montreal, Quebec City, and Toronto—to support local MPs.

The party rented these office spaces, but the NDP has argued that staffers paid through pooled contributions from MPs' office budgets were doing parliamentary work.

The NDP applied for a judicial review of these BOIE rulings in separate cases, which have since been merged into one. Four years later, the merits of the NDP's actual challenge still have yet to

be heard. In the meantime, the dozens of current and former NDP MPs caught up in the case have paid the money back or have had expenses reimbursements docked.

In August 2017, now-Independent Senator Mike Duffy filed a claim at the Ontario Superior Court against the Senate and the RCMP seeking more than \$7.8-million in damages stemming from the Senate Internal Economy Committee's 2013 decision to recommend he be suspended from the Upper Chamber and ordered to repay expenses, and the RCMP's investigation into the matter, which led to charges that were ultimately dismissed by the Ontario court in 2016.

In response to an interview request from *The Hill Times*, Senate law clerk Jacqueline Kuehl briefly outlined the arguments put forward by the Senate in its application to seek intervener status in the case.

"The Senate has a direct and compelling interest in judicial determinations relating to the existence, application and scope of parliamentary privilege, and is well-positioned to be of assistance to the court in its deliberations in the present appeal," said Ms. Kuehl.

In its application, the Senate argues it can offer "a unique but relevant perspective" to the court.

While noting there are "substantive differences" to how the Senate and House of Commons manage and oversee the allocation of parliamentary resources, it argues "such matters are fundamental to the management and control of each House's internal affairs."

"Opening the door to review by the courts of such a matter would mark an unprecedented intrusion into the affairs of Parliament by the courts," reads the application.

Citing a range of court decisions—including *Canada v. Vaid*, *R. v. Duffy*, and *Gagliano v. Canada*, among others—the Senate argues that the "Houses of Parliament have exclusive jurisdiction over the discipline of their members, over their debates ... releasing or not releasing any documents or reports to the public, meeting in camera, and excluding strangers from proceedings."

"Canadian courts have endorsed the above principles and recognized the above categories of the privilege, including the privilege or Parliament applying to the conduct of an inquiry in regard to a member and the allocation and use of resources by members," it continues.

While it's ultimately up to the court to decide whether to grant intervener status, the NDP's counsel has indicated its opposition, while the BOIE has indicated its consent.

"We oppose the Senate's attempt to seek intervener status at this late stage in the proceedings. Interveners are supposed to bring a new point of view to the deliberations, and the Senate clearly does not. This is simply a pile-on that is using even more taxpayers' money, and is profoundly unfair," said NDP House leader Ruth Ellen Brosseau (Berthier-Maskinongé, Que.), who is one of the MPs caught up in the case.

Former Conservative MP Maurice Vellacott, who was separately seeking to challenge a BOIE decision regarding his expense claims and who is already an intervener in the case in support of the NDP's position, has taken no position.

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Electric Mobility Canada is pleased to invite Members of Parliament and Senators to test drive electric vehicles close to Confederation Building (Vittoria Street) on Wednesday April 25, 2018 from 11:30AM to 1:30PM. Eight car manufacturers will be onsite at this demonstration event with their latest models of 100% electric cars and plug-in hybrids for a quick spin.

These electric cars presented by the leading automakers are the next generation of vehicles and are today's reality in dealerships across Canada. They are part of the solution to Canada's climate change commitments.



THIS EVENT IS PART OF THE EV2018VÉ CONFERENCE & TRADE SHOW.



News Senate oversight



Independent Senator Murray Sinclair, left, said last week that bringing non-Senators onto a new committee to examine Senate expenses could help prevent a 'buddy to buddy' treatment of the Senators under review. Independent Senator Pierrette Ringuette questioned the value of 'Senators overlooking Senator,' but Conservative Senator David Wells said the new committees meetings and reports would be available to the public. *The Hill Times* photograph by Andrew Meade and file photographs

Senators still split on bringing outsiders onto new expense-audit committee, as Rules Committee study gets underway

Sen. David Wells says the new Audit and Oversight Committee may not hire a full-time internal auditor for the Senate, instead bringing in specialists for each new audit.

Continued from page 1

The Senate Rules Committee set to work last week studying the proposed new Audit and Oversight Committee to review Senate expenses, and Senators on the committee so far are split over whether it should include members who are not Senators, continuing a debate that has run in the Senate for several months in the Chamber and at committees.

In an April 17 meeting, the Senators on the Rules, Procedures and Rights of Parliament Committee debated whether to even call witnesses to testify on the merits of including members of the public on the new Audit and Oversight Committee, eventually deciding to draw up a list of issues to address during its study.

The Rules Committee was asked by the Senate to study the proposal to create the Audit and Oversight Committee after a debate in the Senate, and after the Senate Internal Economy Committee decided to endorse a plan that would fill the new committee exclusively with Senators, a recommendation at odds with Mr. Ferguson's recommendation that members of the public be brought in to serve on the committee as well, one endorsed by the government representative in the Senate, Sen. Peter Harder (Ottawa, Ont.).

Without bringing in outsiders to sit on the committee that would direct and supervise the internal audits, "we still have Senators overlooking Senators," said Independent Senator Pierrette

Ringuette (N.B.) during the Rules Committee meeting.

"So at the end of the day, why create it?"

Conservative Senator Leo Housakos (Wellington, Que.), who chairs the Rules Committee, however, said that all Senators' expenses are now publicly disclosed anyway, putting them in full view of the public and journalists.

"The most rigid audit that we go through on a regular basis is that [Parliamentary] Press Gallery, that goes through each and every one of our expenses, and we as individual Senators have to account," he said.

Sen. Wells said bringing in outsiders to help "govern" the Senate would run counter its "rules and practices." The Senate, as a body of Parliament, is a self-governing institution.

Independent Senator Murray Sinclair (Manitoba), however, said including members of the public would discourage the Senators on the committee from giving their peers special treatment.

"There is a tendency with internal naval gazing for people to start making decisions that accommodate each other's interests, so it's like a buddy-to-buddy session...while that is never explicitly said, it is often implicit in the discussions, and I think having an outside membership will allow that conversation to be kept to a minimum," he said.

Sen. Sinclair also questioned whether Senators alone have the qualifications to direct and oversee technical auditing work. Sen. Housakos, however, said that auditing expertise shouldn't be the subject of the committee's debate, since the Senate would use a professional auditor to conduct audits for the committee, and Senators already oversee regular audits of the Senate's bookkeeping by firms like KPMG on a regular basis.

Committee won't have single, full-time auditor

The proposed Audit and Oversight Committee would oversee

audits of expenses for Senators and the Senate administration. The committee has an "internal audit function," but won't necessarily employ a full-time internal auditor, said Conservative Sen. David Wells (N.L.), who chairs the Estimates Subcommittee of Senators that drew up a draft plan for the new committee.

Instead, the new committee could bring in specialist auditors on contract to delve into subjects Senators deem necessary, said Sen. Wells.

"high level" audits of topics the committee feels warrant investigation, said Sen. Wells.

Sen. Wells said it was important that the new Audit and Oversight Committee examine expenses of the Senate administration as well, which account for the vast majority of the Senate's total \$109-million spending, and are not currently subject to the same scrutiny as discretionary spending by Senators.

He also said any committee meetings to deal with appeals

made in the future by Senators about the committee's audits of their expenses would be held in public.

The new Audit and Oversight Committee would replace a subcommittee of the Senate Internal Economy Committee that already oversees periodic audits of Senators' expenses. That subcommittee is comprised entirely of Senators and meets

behind closed doors. The Senate would continue to regularly contract an external consulting firm to do routine audits of its bookkeeping practices, though those audits do not evaluate how effectively the Senate's money is being spent in great depth, said Sen. Wells.

The Senate Rules Committee will ultimately report back to the Senate as a whole with suggestions on the Audit and Oversight Committee, which the Senate will have to approve.

New committee a response to AG report

The Senate Internal Economy Committee asked the Subcommittee on Senate Estimates to study the creation of a new com-

mittee to audit Senate expenses in September, in response to Mr. Ferguson's 2015 report on spending by Senators, which flagged 30 Senators for questionable expense claims. That report said there was a "lack of independent oversight" of expenses in the Upper Chamber, and recommended that a new oversight body be created to oversee Senate expenses, with its chair and the majority of its membership independent of the Senate. Senator Peter Harder (Ottawa, Ont.), the government's representative in the Senate, echoed that call in an op-ed in *Policy Options* magazine in September.

The Internal Economy Committee later approved a draft plan by the Estimates Subcommittee to have the new Senate Committee on Audit and Oversight include five Senators and no members of the public, hold its meetings in public—unless they delved into subjects that would normally push a committee in camera, such as employee wages, labour relations, or draft agendas—and publish its reports on the Senate website.

Sen. Wells has argued that including members of the public on the new Audit and Oversight Committee is unnecessary, since all of its meetings would be held in public, and several Senators have said they agree.

However, several Senators in the Independent Senators Group have disagreed, and called for at least further consideration of bringing members of the public onto the new committee. They include Sen. Marc Gold (Stadacona, Que.), who called for the Rules Committee to hear witnesses on the subject during its meeting last week; Senator Sabi Marwah (Ontario), Sen. Sinclair, and Sen. Marilou McPhedran (Man.).

Others have questioned whether it is necessary to create a new committee, instead of making changes to the existing Senate Audit Subcommittee or contracting external auditors to do more in-depth audits, including Independent Senators Paul Massicotte (De Lanaudière, Que.), Lucie Moncion (Ont.), and Sen. Ringuette.

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Auditor General Michael Ferguson said in his 2015 report that the senate lacked independent oversight. *The Hill Times* photograph by Andrew Meade

Members of the Senate Rules, Procedures and Rights of Parliament Committee

Chair: Leo Housakos, Conservative
Deputy Chair: Serge Joyal, Liberal
Deputy Chair: Murray Sinclair, Independent

Members:

Denise Batters, Conservative
Linda Frum, Conservative
Ghislain Maltais, Conservative
Judith Seidman, Conservative
David Wells, Conservative
Yuen Pau Woo, Independent
Pierrette Ringuette, Independent
Marc Gold, Independent
Sabi Marwah, Independent
Stephen Greene, Independent
Art Eggleton, Liberal



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April 26–May 1, 2018

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Editorial

Provincial bans on inter-provincial beer trade an embarrassment

The Supreme Court of Canada's ruling last week that provinces and territories can restrict trade between them was disappointing for the collection of lobby groups, politicians, and border-side residents who had hoped to finally see the barriers to an inter-provincial alcohol trade struck down.

Whether the court's ruling was the right one is a question for legal experts, though a unanimous ruling from nine of the country's top jurists shouldn't be dismissed lightly. The Supreme Court of Canada, however, isn't blocking the free trade of alcohol within Canada: Canada's elected lawmakers are.

Protectionist trade barriers within a country that touts the value of free trade abroad are an embarrassment.

Canada's federal political leaders have tried to change the status quo, without any success. Canada's provincial governments are the problem, however. They have set the rules banning alcohol imports, and they have continued to enforce them through calls for free trade within Canada.

Perhaps this should come as no surprise; Canada is protectionist over the alcohol trade on the international stage as well, giving favourable treatment to domestic booze producers despite repeated objections from some

of our trading partners. There is no such thing as "free trade," and countries enter into trade negotiations with the goal of gaining concessions while holding onto key protections for their own industries.

Should we expect anything different from our provinces and territories as they negotiate with each other? Perhaps not, but we can demand it.

Free trade gives consumers more variety, better prices, and economic growth. They are free to choose products brewed close to home, regardless of what sits next to those products on the shelf or where it came from.

Canadians should demand that their provincial governments drop barriers to the trade of alcohol, and probably anything else. Every part of Canada enjoys high labour and safety standards, and we all benefit from economic growth in other parts of the country. That being the case, provincial governments should not line their pockets, or protect local businesses, at the cost of consumer choice.

Canadians are strongly in favour of inter-provincial free trade, including when it comes to alcohol, a recent poll by Ipsos Reid for the Montreal Economic Institute found. They should make sure their provincial legislators know it.

Letters to the Editor

Trans Mountain pits Alberta against British Columbia, and that's not right

Re: "Few options for peace on the Mountain," (*The Hill Times*, April 16). This brouhaha over the Trans Mountain pipeline has pitted British Columbia and Alberta against one another, stirring up an angst-ridden debate over the future of our country.

It seems to me that Canada is suffering more from a lack of vision and direction than of options. Chantal Hébert raises a question that few of her colleagues are asking: "is [Kinder Morgan] essentially looking to minimize the risks to its shareholders by getting Canada's pipeline-hungry governments to shoulder at least part of the risks?"

Here's another question: is Kinder Morgan looking for a way out of the Trans Mountain pipeline, based on a shifting international market that's accessing cheaper oil? Is Canada being played?

Few are asking these questions because too many buy the narrative that the



Pipeline politics: Prime Minister Justin Trudeau, Alberta Premier Rachel Notley, and B.C. Premier John Horgan.
The Hill Times photographs by Andrew Meade

oil sands, despite significant market disadvantages and climate change, will play a key role in Canada's economic future.

This narrative mutes the vision and focus of clean energy development, which other countries are embracing. While we debate the pipeline, Canada is losing global market share of the clean tech sector. Should that not worry us more than the loss of a pipeline?

Cheryl McNamara
 Toronto, Ont.

First Nations need to be at Trans Mountain negotiating table, says Lorimer

Re: "Prime Minister Trudeau's decision to interrupt his foreign trip to help resolve Trans Mountain pipeline expansion issue a step in the right direction," (*The Hill Times*, April 16). While Prime Minister Justin Trudeau may have been right to interrupt his trip to bring B.C. Premier John Horgan and Alberta Premier Rachel Notley together to discuss the Trans Mountain pipeline expansion project, it was his responsibility to invite Indigenous leaders to the table too. The federal and provincial governments are not the only jurisdictions with stakes in this project.

Several First Nations communities along the pipeline route, including T'sleil Waututh Nation, the Musqueam Indian Band, and the Coldwater Indian Band do not consent to this project in their territories and are challenging the NEB review

process that approved the pipeline. The review process failed to respect the rights, title, and free, prior and informed consent of Indigenous peoples. These First Nations are supported by many other First Nations governments and thousands of citizens from across the country in their opposition to this risky project.

The federal government has promised to have a renewed, nation-to-nation relationship with Indigenous peoples, based on mutual respect and the recognition of rights and responsibilities. If the federal government does not realize that First Nations need to be at the table for an issue as significant as this pipeline, that promise will remain empty.

Beth Lorimer
 Ecological justice program coordinator
 KAIROS Canada
 Toronto, Ont.

War won't solve crisis in Syria

War is not the solution to the crisis in Syria, but, neither is in-action. Mirza Masroor Ahmad, the worldwide head of the Ahmadiyya Muslim community has rightly stated that the ideal solution would be to stop the funding and arming of extremists that promote regime overthrow. We need to stop pretending that these bombings carried out by the West won't harm the civilians. When has war ever restored peace? It only leads to more unrest and breeds more war.

Fifteen years after the Iraq invasion, we are now realizing that we were in

the wrong. The same thing is happening with Syria and it seems that we haven't learned anything from the past.

It is clear that blocks are being formed between countries and this makes a third world-war imminent. In order for there to be international peace, nations must deal with each other with justice. Otherwise, mankind is seemingly at the brink of a nuclear war looming large over the world.

Fasih Malik,
 Calgary, Alta.



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Politics can be a four-letter word, last week's was ugly

Political disputes between Alberta and British Columbia and the opening salvos of the Ontario election left most spectators wondering how low politics could go.



Sheila Copps

Copps' Corner

OTTAWA—Politics can be a four-letter word. Last week that word was ugly.

Political disputes between Alberta and British Columbia and the opening salvos of the Ontario election left most spectators wondering how low politics could go.

The Western oil fight is particularly ugly because it involves two provinces whose leaders ostensibly share the same political values.

Both Alberta and British Columbia have rarely had a New Democratic premier at the helm, so one would think that the leaders would make a special effort at reconciliation.

But British Columbia Premier John Horgan didn't even give his Alberta counterpart a head's up when he yanked the rug out from under the Trans Mountain Pipeline, effectively dooming thousands of jobs and potential future investments in oil exploration in Canada.

His government hangs by a sliver, and that sliver is being supported by the Green Party, which believes the best way to wean the country off oil is to stop delivering it.

Well, they may get their wish. Rachel Notley, embroiled in her own strongman battle with United Conservative provincial leader Jason Kenney, has signalled her intention to use all the tools at her disposal to pressure British Columbia. That includes legislation curtailing the shipment of fuel and oil to her neighbours on the West Coast.

The Canadian government is vowing not to pick fights but the energy minister has signalled introduc-

tion of new legislation to guarantee federal primacy over the project.

That proposed law, yet to be tabled, has caught the attention of the Quebec government, with Horgan ready to make common cause with Philippe Couillard in opposition to federal authority.

Horgan has qualified the legal proposal as "trampling on provincial rights" but says in the same breath that provinces are trying to establish those rights. That statement itself undermines his claim that British Columbia has wide-ranging authority over pipeline permitting.

And he is intent on bringing Quebec into the dispute, to buttress his view that provincial jurisdiction takes precedence in any discussion about pipelines.

Meanwhile, the company behind the Trans Mountain Pipeline, has given the politicians until May 31 to come to an agreement that will permit the \$7.4-billion expansion to go ahead.

That deadline is literally one week before two other political events take centre stage. Ontario goes to the polls on June 7 and Prime Minister Justin Trudeau hosts the G-7 nations in the heart of Quebec on June 8 and 9.

Kinder Morgan had to know their deadline would put ultimate pressure for a solution on the national government.

Prime Minister Trudeau will be hosting leaders from key economic partners around the world, and sustainable development will be central to the economic discussion.

How to move away from a non-renewable fuel dependence in a country that is one of the top world producers of oil and gas is no mean feat.

It is one thing for German Chancellor Angela Merkel to heed the strong Green Party presence in her country.

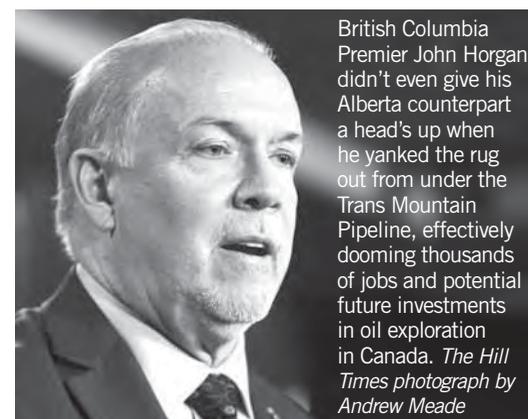
She is not reaping royalties from oil and gas.

But the German economy is dependent on the success of Volkswagen and other key industrial partners, who have had problems with overstating environmental emission standards in automobiles.

No one is coming to the table with totally clean hands. But there is a lot more pressure on Trudeau to keep his environmental message on target while still supporting safe carriage of oil and gas products.

Pipelines are still the safest way to move product, and unless British Columbia wants to stop tourists from visiting its beautiful province, people will need gas to get there and oil to fuel business.

By the time the Charlevoix G-7 gathering takes place, the government may have already met the test of certainty sought by Kinder Morgan.



British Columbia Premier John Horgan didn't even give his Alberta counterpart a head's up when he yanked the rug out from under the Trans Mountain Pipeline, effectively dooming thousands of jobs and potential future investments in oil exploration in Canada. *The Hill Times* photograph by Andrew Meade

But the interprovincial tinderbox lit in the past week is not going to be snuffed out any time soon.

Meanwhile, Canada's most populous province does not need to fight with anyone else. That slugfest is internal, with Ontario Premier Kathleen Wynne and Conservative leader Doug Ford mincing no words in their mutual mistrust.

According to Ford, most Liberals should be in jail, and according to Wynne, her opponent is in this race only for himself.

Both came out of their respective corners itching for a fight last week. The formal election call has not even been launched and already the tone is down and dirty. More dirty than down.

The only certainty in interprovincial relations is it will get worse before it gets better.

Uglier than last week.

Sheila Copps is a former Jean Chrétien-era cabinet minister and a former deputy prime minister.
The Hill Times

Trudeau and Wynne facing populist threats

Kathleen Wynne and Justin Trudeau need to take the populist threat seriously, because it's real.



Gerry Nicholls

Post-Partisan Pundit

OKAVILLE, ONT.—One of today's stark political realities is that any politician in the world who espouses a "centre-left" brand of socialism is a potential victim of a populist backlash.

Indeed, in the last few years upstart populist parties, of both the right and left variety, have chewed massively into the support of "mainstream" socialist parties in places like Spain, Italy, Germany, and France.

Plus, Hillary Clinton was a "left-of-centre-socialist" type of politician who faced a serious populist challenge in the Demo-

cratic primary race and who ultimately lost to Trumpian-style populism in the ensuing presidential race.

Meanwhile, here in Canada, Prime Minister Justin Trudeau and Ontario Premier Kathleen Wynne, both of whom are classic versions of "centre-left-socialists" are discovering, much to their chagrin, that they're not immune to the populist threat.

Wynne, for instance, is currently waging a desperate political battle against a populist upsurge on the right, in the form of Progressive Conservative Party leader Doug Ford, who's challenging her for the premiership, while Trudeau is facing off against a populist uprising on the left, in the form of opposition to the Trans Mountain pipeline.

So what is it exactly about "left-of-centre-socialism" which makes it so seemingly vulnerable to populist assault and why should this worry Trudeau and Wynne?

Well, ironically, one of the problems with left-of-centre-socialism is that it's been so successful politically.

Socialist parties have dominated Europe for decades, left-leaning Barack Obama won back-to-back presidential elections, the Ontario Liberal Party has held power since 2003.

And while consistent winning is great, it often leads govern-



It's on: Ontario Premier Kathleen Wynne and Ontario PC leader Doug Ford. The Ontario election is June 7 and Ms. Wynne is in the fight of her political life. *The Hill Times* photographs by Andrew Meade



ments towards complacency, which is a problem because complacent governments often become embroiled in scandals, they often come across as "out of touch," and they often seem to be "unaccountable."

Such attitudes on the part of a government inevitably lead to voter resentment and voter resentment eventually becomes anger, and anger leads to populism.

Why populism?

Because when voters get angry they don't want to replace left-of-centre-socialists with the usual alternative of left-of-centre

conservatives, since the two sides often seem indistinguishable from one another.

In other words, angry voters want real change.

Thus, in the last US presidential election, Donald Trump's "Drain the Swamp" rallying cry resonated with voters.

You see the same sort of message in Ontario PC leader Doug Ford's campaign; he is taking direct aim against the scandal-ridden, unaccountable, wasteful, Toronto-based, Liberal elites.

And if you think Ford's message isn't catching on with Ontarians, think again.

Even though the Ontario election isn't yet officially underway, the Wynne Liberals are already launching a \$1 million TV and radio attack ad campaign to derail Ford's message.

They wouldn't be spending so much, so early, if they didn't see Ford's populism as a true danger.

At any rate, another key reason centre-left-socialists are falling victim to populism, is that centre-left-socialism has, of late, cozied up to big corporations.

Or at least, that's the perception.

Consider how centre-left socialist parties tend to support economic globalization, or how they sometimes use tax dollars to bail out huge corporations, or how they seemingly curry favour with international investors.

If you're out on the left, that sort of activity looks like a sell out to capitalism.

And this is the problem facing Trudeau with the Trans Mountain pipeline.

By insisting this pipeline gets built, despite the vehement opposition of environmental groups, Trudeau comes across like a leader who cares more about protecting corporate profits than he does about protecting British Columbia's pristine coastlines.

That's sure to trigger a populist-style reaction on the left.

Anyway, the point is, Wynne and Trudeau need to take the populist threat seriously, because it's real.

Gerry Nicholls is a communications consultant.
The Hill Times

Opinion

Sexual harassment workshop belongs to the women, not the men

Forgiveness: when is it owed, politically? By whom, and when? Who should dispense it, and who should receive it?



Warren Kinsella

The War Room

TORONTO—Forgiveness: when is it owed, politically? By whom, and when? Who should dispense it, and who should receive it?

Not abstract questions. Not, certainly, on the weekend that federal Liberals were gathering in Halifax for their convention. Not, as it turned out, in the difficult and ongoing case of

former cabinet minister Kent Hehr who stepped down from cabinet in January over sexual harassment incidents alleged to have taken place during his time as an Alberta MLA.

The facts of the Hehr case are well-known—and (full disclosure) indirectly involve this writer. In the same week in January that CTV News unleashed its blockbuster story about former Ontario PC leader Patrick Brown, a regular reader—one who had asked me to speak at a #MeToo rally in Edmonton—tweeted at me. This is what she tweeted: “My political #MeToo moment @kinsellawarren: I’ve debated this. But that’s the power of sexual harassment. My first day working at the Alberta legislature I was told to avoid being in an elevator with Kent Hehr. He would make comments. He would make you feel unsafe.”

I retweeted what she said. Within hours, hundreds of others retweeted or liked it, as well. It went viral.

The next day, as revelations about Patrick Brown were still landing—and revelations about the just-dumped Nova Scotia PC leader, as well—Hehr abruptly cancelled a funding announcement in Toronto. Shortly afterwards, Hehr resigned from cabinet.

For reasons that are unclear, the prime minister kept him in caucus, however. And an ostensibly arm’s-length investigation remains ongoing into the allegations against Hehr.

Fast-forward to this week: the federal Liberals held their 2018 national convention in Halifax. On Saturday morning, they scheduled a workshop called “Ensuring Safe Spaces and Ending Harassment.”

One of the attendees at the convention—a survivor of abuse—contacts this writer. “I’m concerned that [Kent] Hehr’s attendance at the sexual harassment workshop will hijack the discourse and make people feel uncomfortable,” she wrote. “But it’s a great PR exercise for him.”

She continued: “I agree that men are the target audience, but NOT one under active investigation!”

The CBC’s Katie Simpson reports that Hehr had been invited to the workshop by Julie Lalonde, described by the Liberals in their online program as a women’s rights advocate and public educator. In her story, Simpson writes: “Julie Lalonde is not afraid of uncomfortable conversations. As a public educator, she embraces them for the teachable moments they offer. That’s why she invited Liberal MP Kent Hehr to

one of two workshops on sexual harassment she’s hosting this weekend at the Liberal Party of Canada convention in Halifax.”

Said Lalonde to Simpson: “I would love to see Kent Hehr attend.”

The women who have contacted this writer, however—as well as one of the Alberta women who came forward to accuse Hehr of inappropriate behaviour—were not happy to hear about that. At all.

One of Hehr’s accusers tells me: “[Lalonde] is giving him redemption when he has not earned it.” Another woman at the conference is similarly outraged: “TVO removed Steve Paikin from covering sexual misconduct/harassment stories pending the investigation. That is smart and respectful. I feel very shaken, as a rape survivor [by Hehr’s planned presence at the workshop].”

Lalonde, however, strenuously denies that she invited Kent Hehr, and insists that CBC got it wrong. “I didn’t invite him. The headline is misleading,” she writes. “I was asked if I wanted him to be there and I said he clearly needed to learn so he should come.”

When told that women have contacted this writer to complain about Lalonde’s willingness to let Hehr attend, she responds: “That’s fair. [But] I am not redeeming him.

He will not be acknowledged by me. I refuse to pretend he’s the only issue in the party. MANY men are abusive in politics. Unless I ban all men, abusers will be in the room.”

And that, of course, is indisputably true: many male abusers still lurk in the corridors of power. #MeToo has unmasked some of them, but not all. They are still out there. Some even pretend to be supporters of the #MeToo movement.

What, then to do about Hehr? Should he be permitted to attend workshops like Lalonde’s, and thereby achieve some small PR victory—or, ideally, learn something? Or, as his (many) critics have said, Hehr should be removed from the Liberal Party caucus—and barred from workshops like the one in Halifax—until (a) the investigation is over and (b) he performs an act of contrition that is clear and unambiguous and public?

Women should decide, not men. Women, after all, are disproportionately the victims of male political predators.

This man’s take, offered merely as an opinion: Hehr should have stayed away, and Lalonde should not have said she would “love” to have had him there.

Until the investigation is complete—and until all the facts are known—that workshop belonged to the women.

Not Hehr.

Warren Kinsella is a former Jean Chrétien-era cabinet staffer and a former Liberal national and provincial election campaign war roomer. *The Hill Times*

Pipeline debate resonates with politicians more than it does with voters, so far

John Horgan’s proposal to bring the courts into the loop of the debate seems the most likely to resolve the current impasse. Should the courts find that the province does not have the legal power to interfere with the project, 69 per cent of British Columbians—including one in three pipeline opponents—would expect the NDP government to tool down.



Chantal Hébert

Inside Politics

It is rare that a single issue costs a federal ruling party its re-election. Based on the latest poll to measure the impact of the ongoing pipeline crisis on the political fortunes of its various protagonists, the fate of the Trans Mountain expansion is unlikely to alone determine that of Justin Trudeau’s Liberals in next year’s federal election.

For all the contrary passions expended by Canada’s political class on the project these days, only a small minority of voters—11 per cent—say they would rank it as one of the most important factors in their 2019 federal choice. Most of those who follow the debate expect it to be just one

of many considerations liable to go into the mix of their decision.

By all indications, the level of engagement of the country’s chattering class in the discussion is disproportionately higher than that of the electorate nationally. On that score, parallels between the ongoing pipeline debate and the constitutional wars of the Meech Lake era are somewhat premature. The state of public opinion on the Trans Mountain issue is less polarized than the entrenched positions of politicians could lead one to believe.

That’s good news for the prime minister, for the poll also shows that his handling of the feud is playing to mixed reviews nationally and very poor ones at ground zero of the battle. Regardless of the Trans Mountain outcome, the perception that the government mismanages big files could cost the Liberals dearly in the ballot box.

Here are some highlights:

Overall, Trudeau’s pro-pipeline stance is in sync with the opinion of a majority of Canadians. According to the poll, that majority has grown as the debate between British Columbia and Alberta has heated up. At this juncture, two

thirds of the electorate feel B.C. is wrong to pursue its battle against the expansion of the Trans Mountain pipeline.

British Columbians—and in particular those who live in the immediate vicinity of the planned expansion—are predictably more divided. They remain split on whether the merits of the project outweigh its environmental risks. The majority has little or no confidence in Trudeau’s assurances that adequate measures will be in place to prevent or respond to a spill at sea. Still the numbers such as they currently stand suggest B.C. premier John Horgan would very much be tossing the dice if he tried to use his opposition to the project to translate his minority government into a majority in a snap election.

Horgan’s proposal to bring the courts into the loop of the debate seems the most likely to resolve the current impasse. Should the courts find that the province does not have the legal power to interfere with the project, 69 per cent of British Columbians—including one in three pipeline opponents—would expect the NDP government to tool down.

By comparison, Canadians are not sold on Trudeau’s plan to buy a stake in the pipeline on their behalf. Opinion on that score is almost evenly split in most provinces—including Alberta and Saskatchewan, the only two places where a slim majority is in favour.

A substantial majority in both feuding provinces—71 per cent in Alberta and 60 per cent in B.C.—agrees the prime minister is doing a poor job of sorting matters

out, albeit for opposite reasons. Trudeau’s reviews are less mixed east of Manitoba. About half of the voters in Quebec, Ontario and Atlantic Canada think he is striking the right balance.

This poll is a snapshot, taken in the heat of political action. As the debate unfolds, public opinion, given its fluidity, could still evolve either way. But for now, Trudeau still has a large audience for his take on the need for the pipeline expansion.

Based on this sounding though, a prolonged debate over the wisdom of the federal government buying a stake in the pipeline could prove trickier for the prime minister than a decisive court battle.

If Trudeau does put public funds on the line to ensure the pipeline’s parent company, Kinder Morgan, completes the expansion, he will have his work cut out for him convincing a majority of voters that it is the right thing to do.

And then federal efforts to sell the Trans Mountain project as a trade-off on the way to a more aggressive climate change mitigation policy may be missing the mark. As the Angus Reid poll confirms, for B.C. supporters and opponents of the project alike, concerns over its contribution to climate change and greenhouse gas emissions come a very distant second to fears of an increased risk of an oil tanker spill.

Chantal Hébert is a national affairs columnist for *The Toronto Star*. This column was released on April 18.

The Hill Times

Why we must place a focus on the 'E' in STEM



Russ Kinghorn

Opinion

Over the past year, the federal government has been placing a heavy emphasis on gender equality.

2017 was the first time a gender-based analysis was applied to the federal budget, and the 2018 budget tabled in February demonstrated a clear commitment to greater gender equality, particularly in science, technology, engineering, and math (STEM) fields.

And there have been several recent announcements of federal government support and funding for programs that encourage young Canadians—and especially girls—involvement in STEM activities, like the announcement in January of \$50-million of funding for a CanCode youth tech literacy initiative.

These efforts are highly encouraging and, I dare say, it's about time. The benefits of a diverse workforce have been proven in study after study. Ensuring the equal participation of women in the Canadian economy is integral to Canada's innovation agenda, economic growth, and competitiveness.

Moreover, foundational skills in STEM will prepare Canadian youth for any future career path they choose to pursue—regardless of their gender. But young women are less likely to study in



Canada's federal Innovation Minister Navdeep Bains, pictured in this file photograph at the National Press Theatre in Ottawa. *The Hill Times* photograph by Andrew Meade

these high-demand STEM fields, which can offer excellent career and income opportunities.

According to a 2011 Statistics Canada analysis, among high school students with grades between 80 and 89 per cent, about 52 per cent of boys chose to study a STEM subject at university. Only 22 per cent of girls chose the same. There is a clear discrepancy between male and female students entering STEM, even if they hold the same academic credentials.

This discrepancy is even more stark in engineering. That same 2011 study found that women between the ages of 25 and 34 accounted for 59 per cent of all

science and technology graduates. But today women only comprise 21 per cent of engineering graduates.

While policies and programs that encourage girls' interest in STEM are necessary and long overdue, we need a focus on the 'E' in STEM. Too often when discussing STEM disciplines an emphasis is placed on science, technology, and math, with engineering forgotten.

But engineering is one of the top three best-compensated

professions in Canada, alongside business and health. Moreover, an engineering career can offer a much higher earning potential than average; the median income in Canada is \$35,200, while the median annual salary for engineers is \$72,000. Targeted efforts to ensure women's equal participation in the engineering profession can therefore be a key pathway to making real and lasting change to women's economic security.

Yet despite engineering being a key economic opportunity, women make up only 12.8 per cent of practising professional engineers, with some provinces sitting as low as 9 per cent women.

Why are women not choosing to pursue an engineering education or career? There are a variety of reasons such as a lack of female engineering role models, a misunderstanding of the profession, and the stereotype that engineering is a male-dominated profession that is not meant for women.

The engineering profession is working hard to reduce these and other barriers, through initiatives like mentorship programs that allow young female engineers to take advantage of the knowledge and experience of those who have gone before them.

But for diversity to be achieved in both post-secondary engineering education and in the profession, engineering needs to amplify its voice. Federal initiatives, events, and programs need to place an emphasis on the "engineering" within STEM.

With a renewed federal focus on the 'E' in STEM, our profession hopes that more young women will explore what engineering can offer them, and will consider pursuing an engineering education. Because we know that engineering can give them a highly successful and rewarding career.

Russ Kinghorn, MBA, FEC, P.Eng., IntPE, is president of Engineers Canada.

The Hill Times

Lymphoma Canada urges governments to speed up access to approved cancer drugs

We urge the federal government to adopt a modernized approach to its current reimbursement recommendation framework and work with patients, oncologists, manufacturers, regulators, and payers to develop mechanisms to improve access to effective treatment options for those living with cancer.



Robin Markowitz

Opinion

Strides in cancer research have increased survival rates and provided a better quality of life for patients under treatment. But getting the best treatment as soon as possible remains a matter of life and death for many Canadians. Speed is of the essence. Patients and families live with the hope that a new, effective treatment will be available by the time they need it.

Health Canada, the government agency which must approve all drugs and medical technology for use in Canada, has recognized the need to keep up with the pace of innovations which have allowed new cancer drugs to be brought to market sooner, and has worked to speed up approval of promising new cancer therapies.

But that doesn't mean these approved drugs are funded more quickly or at all. Few patients consider that the cancer treatment recommended by their doctor, and often available in other countries, may not be approved for funding, essentially meaning that it will be inaccessible.

Since Canadian health care, including the cost of drugs, is under the jurisdiction of the provinces and territories, it's up to them to decide if a drug will be eligible for public reimbursement. For cancer drugs, provinces and territories broadly follow the recommendation of the pan-Canadian Oncology Drug Review (pCODR) when making final

reimbursement and coverage decisions. A negative recommendation from pCODR is tantamount to a stop sign in terms of patient access.

Comprised of medical oncologists, physicians, pharmacists, economists, an ethicist and patient members, the pCODR typically relies on Randomized Control Trials (RCT) to make its decisions. That's the gold standard. However, RCTs are not always feasible, appropriate or ethical for the evaluation of new therapeutic interventions. Non-comparative data is increasingly being used. The criteria pCODR uses for RCT data has not kept pace with the breakthroughs in cancer research. Their system of drug review is outdated, convoluted and needs to be updated.

For many new targeted therapies, the patient population is too small to conduct this type of trial. In other instances, the time required to conduct an RCT trial equates to years—precious years that cancer patients do not have. Once a drug therapy is deemed safe and efficacious, it may be fast-tracked, enabling patients to quickly have access. These fast-track drugs are often submitted to the regulatory body with non-comparative data. But increasingly pCODR has been rejecting these funding submissions. In a policy paper that Lymphoma Canada published earlier this year, we found that, beginning in 2015, the number of

pCODR submissions supported by evidence from non-comparative data increased significantly. Yet but the rate of negative recommendations also increased. Between January 2015 and the end of December 2017, 63 per cent of submissions received negative recommendations from pCODR. In the three prior years, the negative recommendation rate was just 25 per cent.

This month, health researchers and health policy decision-makers who have the power to speed up access to new treatments and save the lives of Canadians are meeting in Halifax for a conference hosted by the Canadian Agency for Drugs and Technology in Health (CADTH)—the agency that's home to pCODR. Lymphoma Canada and 12 other signatories from across the cancer spectrum are calling on the attendees to advocate for reforming pCODR's approach. We are also urging all provincial health ministers to ask the federal health minister to update and modernize the way they approve access to cancer drugs.

There are two key ways pCODR can improve the process and the health of Canadians. Firstly, it can issue positive recommendations by providing for temporary funding while the drug manufacturer addresses the perceived uncertainty of the clinical value. Under such circumstances, policies and procedures regarding

evidence collection would need to be established.

Secondly, in addition to acquiring more robust or mature trial data, real-world evidence can be collected to reduce the uncertainty. Collaboration among relevant stakeholders could be leveraged to ensure that pCODR's recommendations, and the data on which they are based, remain sound and relevant over time. Costs can be managed through innovative risk-sharing and other price control and reduction agreements.

While we acknowledge that there are limitations to estimating the value of a new treatment using non-comparative clinical studies, this setting is increasingly becoming the final stage of clinical evaluation for new cancer drugs, especially for rare cancers, for tumours with distinct molecular profiles or where no standard of care exists.

Increased requirements for evidence of a drug's clinical and cost effectiveness prior to use may seem reasonable to reduce uncertainty. However, patients cannot wait. Canadian governments and their policy makers should not deny or delay funding of a drug when there is sufficient data available to discern its efficacy and safety in a vulnerable patient population.

Robin Markowitz is CEO of Lymphoma Canada.

The Hill Times

Opinion

Privacy Commissioner's Office is failing Canadians

The Langridge case brought a national spotlight onto the Department of National Defence and resulted in significant change to how military families are treated following the death of Stuart Langridge. Through public hearings in 2012 before the Military Police Complaints Commission, shortcomings in military policing were better understood, leading to improvement to military police practices and communications with military families. Disappointingly, the Fynes are still seeking closure.



Joshua Juneau

Opinion

OTTAWA—In March 2008, Cpl. Stuart Langridge committed suicide in a barack room at the Canadian Forces Base in



Cpl. Stuart Langridge, pictured in Afghanistan in this file photo, committed suicide at the Canadian Forces Base in Edmonton in March 2008. Photograph handout

Edmonton. What followed was a series of missteps by the Canadian Armed Forces, including failure to disclose the existence of a suicide note to his mother, Sheila Fynes, to whom the note was addressed.

The Langridge case brought a national spotlight onto the Department of National Defence and resulted in significant change to how military families are treated following the death of a soldier. Through public hearings in 2012 before the Military Police Complaints Commission, shortcomings in military policing were better understood, leading to improvement to military police practices and communications with military families.

Complaint to privacy commissioner

Disappointingly, the Fynes are still seeking closure. In December 2011—more than six years ago—they filed a complaint with the Office of the Privacy Commissioner (OPC). The issue brought to the privacy commissioner is that, in the days following Stuart's death, the military police requested and were given *carte blanche* access to Stuart's medical records. This fact is not in dispute.

The question posed to the OPC was simple: given that medical privacy extends into death, was it appropriate for the military police to be granted *holus bolus* access to Stuart Langridge's medical records?

When it comes to the OPC, it seems that the lights are on, but no one is home. The Fynes have been waiting for more than six years for the answer. Currently, a draft report is allegedly waiting to be forwarded to the commissioner himself for final review.

Justice delayed, justice denied

The timeline for this complaint to be considered is embarrassing. The entire first World War—from the assassination of Ferdinand to the signing of the Treaty of Versailles—took less time than the OPC has taken to investigate and opine on an issue for which the facts are not in dispute.

The Fynes' complaint was made in another era. Consider that the initial complaint was filed shortly after Stephen Harper won his third term as prime minister. Since that time, Barack Obama has started and completed an entire term as U.S. president. The average university student would have completed an entire undergraduate honours and master's degree in less time. Yet the privacy commissioner is unable to conclude on an issue of law, for which the facts are generally agreed. Maybe it is not that he is unable, but rather unwilling to do so.

No adequate reasons have ever been provided for these exaggerated delays. In response to a request for an update, in November 2017, the investigator assigned

to this file baldly assures the Fynes that, "things are moving and that the file is a top priority for completion." In the latest procured update from February 2018 the same investigator writes: "Rest assured that I am actively (sic) working with my director general to get the file prepared to present to the commissioner."

Late last year, the then conflict of interest and ethics commissioner, Mary Dawson, released a report denouncing Prime Minister Justin Trudeau's Christmas vacation to the Aga Khan Island. Somewhat unfairly, there was some criticism that the nearly one year it took for her report to be produced was exaggerated. In comparison to the privacy commissioner, Dawson and her office acted lightning fast.

Marking time

It is shameful that an organization such as the Privacy Commissioner's Office, which is entrusted with protecting the constitutional privacy rights of Canadians, is not willing to exercise its authority in an efficient and timely manner.

Since making this complaint, we have cycled through two privacy commissioners, leaving us with the impression that they do not really care about their mandate and are content to mark time, deferring these important issues to the next government-in-council replacement.

The current commissioner, Daniel Therrien's, term expires in 2021. We are hopeful that he does not follow this trend and leave this important file to his successor, like the two commissioners before him.

Conclusion

It is disrespectful to Canadians that the OPC does not insist on any reasonable timelines to resolve complaints, and by marking time in this way, they are failing in their entrusted role to protect a constitutional right of all Canadians.

The Fynes' complaint to the OPC remains unresolved six years on, and the clock is still ticking. This is not appropriate, and it is possible that the practice being complained of, releasing full medical files to the military police, continues to this day. Until denounced, the OPC should accept responsibility if constitutional breaches continue to occur.

Perhaps an efficiency audit is required to help understand why the OPC's important mandate is not being fulfilled in a reasonable manner. That way, when this government is interviewing for Therrien's replacement, some safeguards can be put into place to assist them in addressing the problems which are causing such remarkable delays.

Joshua Juneau is an administrative lawyer in Ottawa who represented the Fynes before the MPCC. He continues to represent them in their complaint before the Office of the Privacy Commissioner.

The Hill Times



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Cybersecurity: the biggest threat comes from within

The needle on cybersecurity is moving in the right direction. The question is whether Parliamentarians will use the current media spotlight on the issue to lead the charge.



Jim Willis

Opinion

In the last federal budget, the Liberal government announced that it would spend up to \$500-million to shore up Canada's cybersecurity defences.

Details are still being ironed out, but the majority of the money will go to training and retaining cyber-experts, as well as ensuring that this country has the hardware and software in place to combat any threat.

While this federal investment is vitally important and long overdue, it does not address the weakest link in our security chain.

When it comes to protecting our data and the integrity of our computer systems, the biggest threat does not come from Facebook apps, foreign powers or rogue players. The biggest threat comes from Canadians themselves.

A recent Citrix Cloud and Security survey of 1,505 Canadians found that respondents were split on whose responsibility it was to safeguard the security of data.

Forty per cent of employees believe they bear zero responsibility for protecting corporate information and six-in-ten admit to accessing personal or work data using public WiFi networks, which may have been unsecure.

The survey also found that nearly a third were not fully aware of security protocol and almost half said that they had been victims of a phishing email or an online virus.

While some might chalk this up to low levels of digital literacy, the problem goes much deeper than that.

In fact, the most tech-savvy individuals in any organization may be the biggest security risk. They likely spend more time on their devices, have the knowledge to find work-arounds to security protocols and access work data through their personal computers, tablets or smartphones out of convenience.

What's needed in corporate Canada and the federal government is a more comprehensive strategy that makes cybersecurity everyone's business. The focus has to be on information, as well as infrastructure.

As the private and public sectors move increasingly to embrace Cloud services, there should be three principles that guide their cybersecurity practices.

The first is to foster a strong

internal culture of security. This involves updating policies and procedures, introducing an overall risk strategy that accounts for remote access and mobile hardware, and managing the use and security of employee-owned devices.

Second is to equip employees with security training and education, to ensure that security protocols factor in the human element, and to put steps in place that reduce the possibility of phishing or malware.

Regardless of how secure the workplace technology is, there are risks if employees are not fully up to speed on the threats and the ways to limit them.

Lastly, is to implement security technology that limits oppor-

tunities for breaches from the outset—rather than after the fact—and that allows for quick resolutions.

Risks can never be eliminated completely, but they can be mitigated to reduce the impact of threats and breaches.

The needle on cybersecurity is moving in the right direction. The question is whether Parliamentarians will use the current media spotlight on the issue to lead the charge.

Jim Willis is a director with Citrix Canada. He is an enterprise security expert with over 20 years of experience in the tech and cybersecurity industry in Canada.

The Hill Times



Canada's Public Safety Minister Ralph Goodale, pictured recently on Parliament Hill. The Hill Times photograph by Andrew Meade

Robbing Peter to pay Paul in national security

Governments need to figure out a way to manage this national security resource shortfall.



Phil Gurski

Terrorism

OTTAWA—Way back when I was an analyst at CSE, I recall a conversation with an workmate about who was more important to the organization (we were both young and full of piss and vinegar). He worked on the 'Soviet problem' and I was assigned along with a very small

team to the "rest of the world." This was the mid-1980s, the tail end of the Cold War, although we didn't know then that the Soviet Union and their Warsaw Pact allies were a few years from collapse. My friend would tell me that me and my colleagues were nothing more than a sideline for CSE and that he and his (hundreds of) colleagues were the main game in town. It was hard to argue with that, given the times we lived in then.

And yet within less than a decade, everything changed. The "new world order" had dawned and few people cared about the former Soviet Union as much as they used to, including intelligence agencies. As a result, many longstanding analysts and linguists were (sometimes not so) subtly encouraged to retrain in a new, more useful skill or retire. I recall one man who, if memory serves me correctly, ended up becoming the guy who opened the door to the ice for the Ottawa Senators after a long career in intelligence.

As with much in life, our predictions and expectations

were not that accurate. Yes, the Soviets became a 'sideline' for a while only to return with a vengeance under Vladimir Putin. Allegations of interference in U.S. elections, aggression in Ukraine, the poisoning of dissidents in the U.K. and Russian support for Syrian butcher Bashar al-Assad have reminded us all too well that we might want to keep an eye on what Moscow is up to. I have no idea how many Russia experts either CSE or CSIS currently employs but I bet it is not enough. In hindsight, which is always 20-20 as we know, we should have retained some of those older analysts and been seeking younger ones to replace them.

This reminiscence came to me when I read that the RCMP is woefully short of experts on what is known as "white collar crime."

According to a chief superintendent, "an era of cutbacks and shifting priorities diverted the focus away from those investigations and into other areas, such as terrorism and drug crimes," and the RCMP now has to look for expertise outside the force to bolster its capabilities.

We have been here before. When you work in national security you constantly monitor multiple threats and move resources around like pieces on a chessboard, hoping that you have the right pieces on the right squares to address the more important issues. Often you do not. I recall that way back in the late 1970s, at the time of the U.S.-Iran hostage crisis, there were only two Farsi-speaking analysts with the necessary security clearances in the U.S. government. This should not be surprising: up until 1979 Iran had been a close U.S. ally under the Shah and thus posed no threat to the U.S. U.S. diplomats were taken in early November of that year and by the end of that month those two had worked their yearly overtime allotment. It goes without saying that a hiring/clearing binge ensued.

The challenge is similar in Canada. The bulk of our national security deployments have been in the area of terrorism, more specifically Islamist extremism, since that particular threat stream has been by far the largest for the past few decades. This, despite the fact that there are other terrorist threats (far right for example) and non-terrorist threats (foreign espionage and interference). I am skeptical that our intelligence agencies have been adequately staffed on all these issues.

The easy solution is to provide more resources. This, of course, is easier said than done and govern-

ments are constantly telling their management to do more with less. Gone are the days, in this era of fiscal restraint, where departments are told to just go out and hire more bodies, regardless of expense. Agencies such as CSE, CSIS, and the RCMP will grow a little but not at the rates they once did.

I always felt that my career in intelligence was rewarding, challenging, and fun. I can honestly say that I could not wait to get to the office each day to see what I would be asked to work on. Sure, there was pressure to perform and get things right, but the morale was high. As threats multiply and bad guys seem to always be one step ahead of the good guys, I can imagine the frustration at not having enough people to do the job required.

Throw in public expectations at perfection—Canadians do not want to hear that their agencies failed to stop a criminal act—and you can imagine the impact on our protectors. My heart goes out to them. Governments need to figure out a way to manage this resource shortfall.

Phil Gurski worked as a senior strategic analyst at CSIS from 2001-2013, specializing in al-Qaeda/Islamic State-inspired violent extremism and radicalization and as a senior special adviser at Public Safety Canada from 2013 until his retirement from the civil service in May 2015.

The Hill Times

Opinion

We need to make Canada a true innovation nation

But much of the activity in the innovation ecosystems is the result of activity by Google, Microsoft, and other BigTech players and not through the development and scaling up of Canadian companies.



David Crane

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TORONTO—It is the latest wake-up call for Canadians, another effort to shake our complacency about our economic future and the misguided belief that we can count on our natural resources to shield us from the need to compete in the global knowledge economy. This is the new report of the Council of Canadian Academies and its expert panel on the state of science and technology and industrial research and development in Canada. Every MP should read it and perhaps a few will.

Like previous reports, it warns that Canada is failing to invest in leading areas of new knowledge or to grow the next generation of companies we need both to ensure good jobs and to achieve the productivity-generated wealth to support the public goods we value, including education and health care. While Liberals and Conservatives, when in office, roll out patchworks of new programs and sometimes more money for innovation, none of our political parties has shown a substantive understanding of the innovation challenge—how to enhance and build the competitive businesses so we have the jobs and wealth for a sustainable future.

Particularly troubling is that “Canada lags other countries,” in research on most enabling and strategic technologies, the report says, adding that Canada “accounts for a relatively small share of the world’s research output for promising areas of technology development.” This means “Canada is not producing research at levels comparable to other leading countries on most enabling or strategic technologies.” Canada, it warns, “may be unable to participate meaningfully in the emerging research areas of the future or to fully benefit from the technologies that such research may yield.”

Foreign multinationals are locating more research activities around our universities to tap into our best talent and research—companies like Google, Microsoft, Amazon, Uber, General Motors, Ford, and others are setting up extensive research and product development centres here because the quality of our graduates is high, they cost a lot less than counterparts in Silicon Valley, and our R&D tax credits reduce the cost of these activities here. These R&D branch plants are tapping into public investment in research to develop



Policies are can be wasteful, unfocused and politically opportunistic—such as the latest cut in the small business tax rate, costing more than \$3-billion over five years, which was a sop to offset the political damage from Finance Minister Bill Morneau’s mishandling of small business tax reform, writes David Crane. *The Hill Times photograph by Sam Garcia*

While the Trudeau government, for example, now boasts of its innovation efforts, the Liberal 2015 election platform was silent on the issue. However, since forming the government it has had to address innovation issues, just as the Harper government before it had to do. Even so, policies are can be wasteful, unfocused and politically opportunistic—such as the latest cut in the small business tax rate, costing more than \$3-billion over five years, which was a sop to offset the political damage from Finance Minister Bill Morneau’s mishandling of small business tax reform. This will yield almost zero benefit for innovation but putting the same funding into the Industrial Research Assistance Program would have yielded significant gains in innovation.

The expert panel report—Competing in a Global Innovation Economy: The Current State of R&D in Canada—warns that Canada risks becoming “marginalized in the industries of the future as “declining levels of private and public R&D threatens to erode Canada’s research capacity over time.” Moreover, “the loss of innovative start-ups to foreign buyers, and the inability to grow a sufficient number of start-ups to scale, means that Canadians have not fully captured the economic benefits stemming from Canadian research advances.”

Meeting these two challenges—expanding the country’s investment in R&D and growing more Canadian start-ups to scale—will take a huge effort and, as the report says, “require new policy approaches.” If Canada is to join the ranks of leading knowledge-intensive economies it would, for example, have to double current levels of R&D spending, with much of that increase coming from a business sector that has been cutting such spending. Adjusting for inflation, business spends less now than it did a decade ago. But Canada would also have to find ways to scale up our most promising tech start-ups so that we can reap the benefits of public investments in universities and their research.

intellectual property for use elsewhere. They are also looking to acquire promising start-ups that come out of our universities, making our start-ups seed corn for foreign multinationals. But the Canadian benefit is not clear. “Canada grows only a few Canadian-owned R&D-intensive firms and lacks the critical skills in industry for the commercial exploitation of R&D,” the report warns.

The latest report on R&D by the Organization for Economic Cooperation and Development—Main Science and Technology Indicators Volume 2017/2—shows that Canada ranks just 20th among countries in spending on R&D as a share of its Gross Domestic Product and 19th in international patents per 1,000 population. Business spending on R&D in Canada is 0.65 per cent of GDP, compared 1.91 per cent in Germany, 2.45 per cent in Japan, 3.2 per cent in Korea, 1.87 per cent in Sweden, 1.71 per cent in the U.S. and 1.61 per cent in China. Business in Canada finances just 41 per cent of R&D, compared to 62 per cent in the U.S., 66 per cent in Germany, 78 per cent in Japan, 75 per cent in Korea, 61 per cent in Sweden and 76 per cent of R&D in China. The low level of spending by business in Canada is a major problem.

There are, to be sure, bright spots in Canada—in the innovation ecosystems of Toronto-Waterloo, Montreal, Vancouver, Ottawa, and Québec City, and in the growth of venture capital funding, as well as in the attraction of foreign stars in science for Canada Research Chairs. But much of the activity in the innovation ecosystems is the result of activity by Google, Microsoft, and other BigTech players and not through the development and scaling up of Canadian companies. We still need an innovation agenda that will make Canada a true innovation nation.

David Crane can be reached at crane@interlog.com.

The Hill Times

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Aviation Policy Briefing

Garneau affirms commitment to space industry, defends Bill C-49 as critics say it's too wide-ranging

'The majority of the proposed legislative changes, approximately 90 per cent, are amendments to the Canada Transportation Act,' wrote Transport Minister Marc Garneau about C-49.

BY JOLSON LIM

Aviation may not be the most hot-button topic in federal politics today but it's one that has repercussions for multiple files including public safety, innovation, and the environment.

As a recent report by the Canadian Airports Council has shown, hundreds of thousands of jobs and tens of billions of dollars worth of gross domestic product are tied to the activity of airports.

Developing the next-generation of technology, whether it be a better blended biofuel or the next airplane tracking tool replacing radar, could mean much-desired high-tech jobs. Airports need infrastructure money in order to finance runway and tarmac fixes and expansion. Drone regulations also impact regular consumers wanting a new toy to play with and burgeoning startups eager to adopt the technology for commercial use.

And that's not mentioning how millions of Canadians travel through Canada's airports at least once each year.

It was no coincidence that Marc Garneau (Notre-Dame-de-Grâce-Westmount, Que.), the first Canadian astronaut in outer space, was tapped to be the Liberal government's transport minister.

However, some have also expressed worry that Canada has scaled back its commitments to the country's space industry, which has historically boasted a solid reputation. Past innovations include the Canadarm used on space shuttles.

In an email interview last week with *The Hill Times*, Mr. Garneau affirmed his commitment to the space industry, citing new spending in the 2018 budget focusing on support projects that relate to low Earth orbit satellites.

He also defended the structure of his transportation legislation, Bill C-49, which opposition critics have called an "omnibus bill" due to its wide variety of different transportation topics included.

"The majority of the proposed legislative changes, approximately 90 per cent, are amendments to the Canada Transportation Act," wrote Mr. Garneau about C-49. The government is currently considering amendments to the bill proposed by the Senate.

This Q&A has been edited for style and length.

Critics of C-49 say it looks like an omnibus bill and will limit Parliament's ability to review its finer points, and that its make-up has resulted in meaningful, urgent measures being delay from coming into force. Why have a bill that has everything from a passengers' bill of rights to rail freight regulations? What are you doing to address the concerns of those who say it's taking too long to get this piece of legislation passed?

"The proposed legislative initiatives are being put forward as a single bill since the suggested amendments collectively support commitments made under the Government of Canada's Transportation 2030 Strategic Plan to modernize transportation in Canada. The majority of the proposed legislative changes, approximately 90 per cent, are amendments to the Canada Transportation Act. There is a small number of consequential amendments to other acts that are also proposed, as they directly relate to the amendments to the Canada Transportation Act."

Your government has said the environment and emissions reduction are some of its main priorities. How is your government investing in the development of bio-fuels, and what do you plan to do in the future to encourage their use?

"The Government of Canada has been supporting emission reduction efforts in the aviation sector for many years, including through Canada's Action Plan to Reduce Greenhouse Gas Emissions from Aviation. Canada's Action Plan brings together the collective efforts of the Canadian aviation industry in order to effectively address greenhouse gas emissions from the aviation sector. It set a target for an average annual improvement in aviation fuel efficiency of at least 1.5 per cent per year until 2020 from a 2008 baseline and identifies a series of measures, including related to alternative fuels, that are expected to

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Policy Briefing Aviation

Continued from page 16 have the greatest impact in reducing greenhouse gas emissions over time. In the near term, the widespread adoption of low carbon bio-derived jet fuels (biojet) is expected to drive the transition to deep decarbonization and offers an opportunity to dramatically reduce aviation emissions in support of Canada's climate change goals.

"Canada is working to implement domestically the Carbon Offsetting and Reduction Scheme for International Aviation agreed to at the International Civil Aviation Organization. Carbon offsetting is an action or activity that results in a reduction in emissions of greenhouse gas emissions in order to compensate for an equivalent emission made elsewhere. This market-based measure will play an important role in encouraging the increased development and uptake of alternative fuels on a global scale. In particular, the attached Carbon Offsetting and Reduction Scheme for International Aviation fact sheet from the International Civil Aviation Organization website describes how sustainable alternative fuels can be used to reduce operator offsetting requirements under the scheme.

"With respect to how the Government of Canada is investing in the development of biofuels, research has been funded and new projects are advancing on bio-derived jet fuel applications that will help to position the industry to further reduce greenhouse gas emissions.

"These efforts include the world's first flight of a 100 per cent unblended jet fuel; fundamental combustion research and emissions measurement; in-flight emissions measurement and impact assessment, including joint research with the U.S. National Aeronautics and Space Administration; climatic modelling of aviation impacts; and collaborative research through the Green Aviation Research and Development Network, BioFuelNet Canada, the U.S. Federal Aviation Administration's Center of Excellence for Jet Fuel and Environment (ASCENT), and the U.S. Commercial Aviation Alternative Fuels Initiative.

"The Government of Canada has also been investigating the feasibility, cost, and environmental impact of a biojet fuel supply chain in Canada."

This year will be an exciting one when it comes to Canada's space industry, as one of our own flies to the International Space Station in November. However, critics have said our space industry is chronically underfunded and the feds' space advisory board wants a new national strategy. Will there be a more concrete vision from Ottawa in the near future?

"Space remains a strategic sector that is essential to the digital economy. Innovation and science are critical drivers of economic growth. That is why the government's Innovation and Skills Plan, that clearly articulates our policies and makes important investments, will help businesses.

"Budget 2018 proposes funding that will be available to the space sector, including the announced funding of \$100-million over five

years for the Strategic Innovation Fund, with a particular focus on supporting projects that relate to low Earth orbit satellites.

"Canada's space sector develops new technologies and innovations that have the potential to improve the lives of Canadians. This government is committed to working with the sector to ensure that it continues to be innovative, productive, and successful in export markets, and a source of high-quality jobs and wealth for Canadians.

"In addition, Budget 2017 announced more than \$1-billion in the creation of the Strategic Innovations Fund as well as the Innovation Superclusters Initiative. Both will continue to attract and support new high quality investments in a number of sectors including space.

"The space sector is also an important contributor to enhancing Canada's science excellence. Our space scientists have made important discoveries in areas such as astronomy and contribute to monitoring and understanding climate change."

The U.S.'s FAA and Nav Canada tested late last year a new satellite navigation technology—the Automatic Dependent Surveillance-Broadcast—which is expected to replace radar as the primary aircraft tracking technology in the future. How much interest does the federal government have in such technologies, and will Canada uniquely benefit from being among its early testers?

"Automatic Dependent Surveillance-Broadcast is an alternative to radar that uses the Global Positioning System to accurately locate and track aircraft. NAV Canada was one of the first to use ground-based Automatic Dependent Surveillance-Broadcast back in 2009. Over the years, the company has expanded Automatic Dependent Surveillance-Broadcast coverage, providing positive air traffic surveillance in remote but busy airspace over Hudson's Bay and the Eastern Arctic over to Greenland.

"Later this year, a major advance will take place when space-based Automatic Dependent Surveillance-Broadcast becomes available. Space-based Automatic Dependent Surveillance-Broadcast is an initiative of a company called Aireon that is placing Automatic Dependent Surveillance-Broadcast receivers on a constellation of Low Earth Orbiting satellites owned by Iridium Communications. Canada's air traffic control company, Nav Canada, is a partner in Aireon with air traffic control providers in Italy, Ireland and Denmark, along with Iridium Communications. Two-thirds of the constellation has already been deployed and the remaining satellites are set to be launched on SpaceX rockets over the next few months.

"Canada will see tremendous benefits from space-based Automatic Dependent Surveillance-Broadcast. Using the Aireon system, Nav Canada will be able to fill surveillance gaps for flights in northern airspace and for transatlantic flights. This will not only improve safety, it will improve efficiency in this airspace, reduce fuel consumption and greenhouse gas emissions.

"The Government of Canada is embracing new technologies and innovations that improve the safety and efficiency of our air transportation system while contributing to better protecting the environment."

Air Canada received record revenue in 2017 because of record passenger numbers, and notably, from new flight routes. You announced a new air agreement with Israel earlier this year that will increase the number of flights between both countries. Looking ahead, where are the government's geographic and economic priorities when it comes to new air routes?

"Canada expands its air transport agreements to benefit Canadian travellers, shippers, and stakeholders. Under the Blue Sky Policy, since 2006, the Government of Canada has concluded new or expanded air transport agreements covering more than 100 countries.

"Every year, Transport Canada solicits the views of a wide range of stakeholders, such as airlines, airports, and provinces, regarding their respective international aviation priorities. The input they provide helps inform Canada's air transport negotiating priorities. The focus of our efforts in the coming months will continue to be driven by the commercial interests of Canadian airlines and airports as well as the tourism sector."

Drone regulations came out last year. There was a briefing note recently obtained by CBC suggesting that regulations could be relaxed in the near future. What are the chances a loosening in regulations would occur, and if so, how soon?

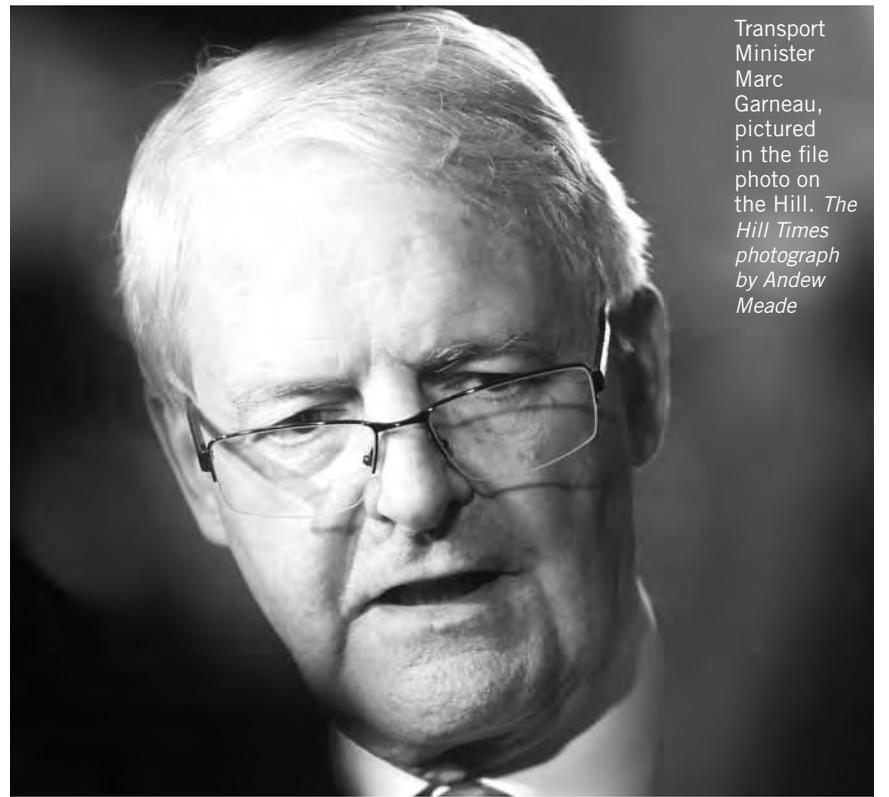
"In July 2017, Transport Canada published proposed regulations in the Canada Gazette, Part I, for operators who fly small drones 25 kg or less within visual-line-of-sight.

"The proposed regulations provide rules for the safe operation of drones and a predictable operating environment to encourage industry innovation. They reflect recommendations from industry and government, and build on the safety measures currently in force.

"The public comment period closed on October 13, 2017. Transport Canada is reviewing all comments received as part of the consultation process and will publish the final regulations in Canada Gazette, Part II in 2018. More information on Transport Canada's future plans with respect to drones will be available at that time."

Lastly, have infrastructure spending lapses had an effect on the ability to move people and products out and around the country by air? The opposition says the delays are stymieing economic growth and airports want such spending in order to increase capacity, particularly with expanding air travel to the North.

"The Government of Canada



Transport Minister Marc Garneau, pictured in the file photo on the Hill. The Hill Times photograph by Andrew Meade

recognizes that safe and efficient airports are vital to the economic and social well-being of Canada's communities. From visiting friends and family, to traveling to medical appointments, or getting goods to market, we rely on our local and regional airports to support and sustain vibrant communities. These airports also provide essential air services including community resupply, air ambulance, search and rescue and forest fire response.

"As part of the Transportation 2030 vision, I announced the government will continue working with provincial and territorial governments, municipalities, Indigenous people, and northern communities to address their transportation infrastructure needs and adapt Canada's transportation system to a changing climate.

"The National Trade Corridors Fund was recently launched by Minister Garneau as a core element of the Trade and Transportation Corridors Initiative. The fund will provide \$2-billion over 11 years to strengthen Canada's trade infrastructure.

"On April 11, I announced a major investment of [\$10.1-million] from the National Trade Corridors Fund to the Saint John Airport for safety-related improvements. The airport's two runways, the public taxiway, and aprons will be rehabilitated; major cracks in the pavement will be repaired; and the drainage system will be fixed. Runways will be narrowed to comply with the latest airport design standards and to minimize annual routine maintenance and operating costs. Runway end safety areas will be added to both runways to significantly enhance operational safety at the airport.

"The National Trade Corridors Fund includes up to \$400-million in dedicated funding for northern territorial transportation infrastructure. This dedicated allotment will address the transportation needs of communities in the Yukon, Northwest Territories, and Nunavut, that will improve safety and economic development.

Eligible projects will focus on northern transportation corridors such as ports, airports, all-season roads and bridges that support enhancements to safety, security, economic or social development in Canada's three territories. The projects should also address the unique and urgent transportation needs in Canada's territorial North. Funding will be allocated based on merit and the project's ability to contribute to Canada's continued success in trade and international commerce.

"Territorial and municipal governments, Indigenous groups, not-for-profit and for-profit private-sector organizations, Canadian Port Authorities, and National Airport System Airport Authorities were all eligible to submit expressions of interest.

"Transport Canada's Airports Capital Assistance Program is another important means of supporting safety-related infrastructure investments in local and regional airports throughout the country, including in the North. Since its inception, the program has funded 100 per cent of urgent, safety-related projects put forward at eligible airports north of the 60th parallel.

"This year, the Government of Canada is providing more than \$33.2-million for safety-related improvements at 11 local airports through the Airports Capital Assistance Program. Funded projects include the rehabilitation of runways, taxiways and aprons; improvements to airfield lighting and airside electrical systems; and the purchase of snow and ice removal equipment. Since the Airports Capital Assistance Program started in 1995, the Government of Canada has invested more than \$819.3-million for 917 projects at 185 airports across the country.

"Through these investments, the Government of Canada is improving access to safe and efficient air transportation options, and delivering on its commitment to building safer, healthier and stronger communities across Canada."

jlim@hilltimes.com
The Hill Times

Aviation Policy Briefing

Transport bill sent back to House with air passenger rights amendments

Bill-49, which was introduced in the House almost a year ago, passed the Senate on March 29 with amendments to 10 clauses.

BY EMILY HAWS

As observers anxiously await the passage of Bill C-49, the Senate sent the omnibus piece of legislation back to the House for approval in March, noting the proposed amendments will improve passengers' rights and increase transparency in the aviation industry.

Known as the Transportation Modernization Act, the bill overhauls the Transportation Act and a dozen others, reforming the rail, aviation, and marine sectors.

It establishes a passenger rights regime for the aviation sector, makes the industry report on customer service, modifies foreign ownership rules, and creates a new framework to allow the Minister of Transport authorize and oversee arrangements in the airline sector, known as joint ventures, to make sure they allow the market to remain competitive and serve the broader public interest.

Currently, joint ventures are subject to review only as agreements between competitors under the Competition Act. Because no one airline will fly everywhere, joint ventures allow airlines to work collaboratively, instead of competitively, to offer more service destinations for consumers. It's thought to reduce the economic risk of adding new destinations, but could also reduce competition.

The bill's slow movement through the legislative process has caused headaches for the grain industry, which needs it to unclog a grain shipping backlog. Passing the bill quickly was one of the Senate's main priorities, said several Senators. Conservative Senator Michael MacDonald (Cape Breton, N.S.) said the Senate moved the bill along quickly, considering the numerous break weeks.

The Senate Transportation and Communications Committee released its report on March 28, and C-49 passed in the Senate with amendments to 10 clauses the next day. The House now has to either accept or reject the amendments. If accepted, the bill will become law, but if rejected there will be further delay as both Chambers must pass the bill in the same form.

"The government is carefully studying the Senate amendments," said Delphine Denis, a spokesper-

son for Transport Minister Marc Garneau (Notre-Dame-de-Grâce-Westmount, Que.), in a statement. She did not provide a timeline for the bill's progression.

Conservative MP Kelly Block (Carlton Trail-Eagle Creek, Sask.), her party's transportation critic, said she is "still waiting to see how the government responds to the amendments." NDP MP Robert Aubin (Trois-Rivières, Que.), his party's transportation critic, didn't respond by deadline.

The aviation-related amendments include extra provisions in the passengers bill of rights and a more transparent joint venture consultation process, among others.

The Senate amended the bill to say that passengers should be given food and water for tarmac delays over 90 minutes, down from three hours in the original bill, and airlines must make the conditions of carrying a deceased person easy to find and written in clear language. The bill was also amended to require that the bill of rights be reviewed by Parliament three years after it's passed, and at least every five years afterward.

The bill was also amended to allow third parties, or passengers' right groups, to be able to lodge complaints, as proposed by Independent Senator Raymonde Gagné (Manitoba), who said in an email she "saw no explanation as to why they would be excluded from the new passenger bill of rights regime."

Sen. Tkachuk said the change from three hours to 90 minutes was made because "the industry on their own has a 90-minute time limit."

Bill C-49 leaves the bill of rights itself up to the Canadian Transportation Agency (CSA), which will deliver proposed regulations after it's passed and submit them to the government for approval. Instead, it outlines a framework for the bill.

Among other provisions, the bill of rights must include the carrier's obligation to make certain information, such as the conditions of carriage, readily available to the passenger in accessible language. It must also outline the carrier's obligations in case of flight delay, flight cancellation or denial of boarding, and carriers can't charge fees to have children seated near their parents. Carriers must also establish terms and conditions with regard to the transportation of musical instruments.

There has been some debate as to whether the bill of rights should be in C-49, or be given to the CSA as planned. Critics said leaving it to the CSA further creates uncertainty, while proponents said it ensures flexibility.

Having the bill of rights defined by the CSA will hopefully create "an evolving situation" where the bill can be adjusted more quickly than by having House of Commons and Senate committees

amend it, said Liberal Senator and committee deputy chair Dennis Dawson (Leval, Que.).

The Senate Transportation Committee also recommended the CSA "include stakeholders representing people with disabilities in its public consultations" regarding the development of the passenger bill of rights, with Conservative Senator and Senate Transportation Committee chair David Tkachuk (Saskatchewan), noting "some of their problems are very unique and they're very difficult."

Languages, joint venture review process among other amendments

Previously, joint measures were only subject to the Competition Act, but under C-49 airlines have the option of seeking ministerial approval. The process starts with one party notifying the minister of the proposed arrangement. From there, the minister has 45 days to inform parties to the venture and the Office of the Commissioner of Competition whether the proposal raises significant issues with regard to the public interest. If the minister says it doesn't, then no further action is taken, but it could still be reviewed under the Competition Act.

If the minister thinks it does, the review process is launched. In parallel, the minister examines the proposal and communicates any public interest considerations to the parties and the commissioner, while the commissioner details a report for the minister and the parties on any lessening of competition that might occur. From there, the three groups talk to address any concerns that are raised, and if the minister is satisfied, they can authorize it with any conditions relating to public interest and competition they so choose.

The amendment details that in the minister's final decision with respect to the public interest, the minister should include the decision's impact on competition, air carriers, air service, aviation safety, the environment, and passengers. Another amendment regarding the same part of the bill said the minister should detail a public summary of the proposal within 10 days of receiving it. The public would then have 20 days to submit written thoughts, and the minister will review the arrangement every two years.

"It seemed like such a closed shop, that they'd make the proposal, the minister would decide, and away they would go with a joint venture, which we thought created some problems and gave incentive to create monopoly situations," said Sen. Tkachuk.

"We wanted to allow consumers to come and review the manner; give opportunity to the minister to change his mind," he



Conservative Senator David Tkachuk, chair of the Senate Transportation Committee, said the amendments to the aviation portion of C-49 focus around more transparency and more provisions for the passengers bill of rights. *The Hill Times* file photograph

said, adding the review would keep airlines honest.

Another amendment proposed that the passengers bill of rights define what the conditions of transporting a deceased person are in clear language, which Senators said was something overlooked by the government. Sen. Dawson said it was strange to have a clause for deceased persons included in a passengers bill of rights, as they are technically deemed cargo, not passengers; but most thought it was important to define because families and other members are probably already stressed when put in that situation.

The passengers bill of rights initially did not include language rights, and Sen. Cormier proposed an amendment that "the [transportation] Agency shall, after consulting with the minister, make regulations in relation to flights within Canada, respecting the carrier's obligation to provide services in both official languages."

"There was something for the musical instruments and for all kinds of stuff, and I think it's really important to have of course bilingual services on our airlines," he said. "It's time that we think about that—we all know that Air Canada needs to have bilingual services, but it's not the case for the other airlines under regulations and it's a good occasion to bring that forward."

The amendment was meant to get more bilingual services on other popular carriers such as WestJet or Porter, who often do offer bilingual services, he said, and was not meant to be a burden to smaller air carriers, such as those operating in the North, which is why he considers it an "open amendment."

"It leaves the capacity and the possibility to have discussions within the department, the minister, and the airlines to see what's feasible, what's realistic," he said.

Sen. Dawson thinks enshrining the use of both languages is a bit outside of the bill's scope, but "if we can use this opportunity to get more French services in airlines, well, good for us."

How House determines amendments should be interesting: Sen. Dawson

Bill C-49 had its first reading in the House on May 16, with the second reading on June 19. The House Transport Committee finished its report in October, and the bill finished in the House on Nov. 1. It was introduced in

the Senate on Nov. 2, leaving on March 29.

It will be interesting to see how the government handles the amendments, said Sen. Dawson, given that they were proposed by a majority of what he considers to be independent Senators. There are five Senators on the committee that are a part of the Independent Senators Group (ISG). Sen. Dawson is a part of the Senate Liberal Caucus, which is made up of Senators who are members of the Liberal party and were appointed by Liberal prime ministers, but have no formal affiliation with the party. He sees the combination of the Senate Liberals and the ISG as an independent majority, compared to its five Conservative senators.

"It's difficult for them to reject something that comes from an organization that they created," he said, adding it could set a precedent for how they react to future bills. "It's now a question of how they react to the new Senate putting in amendments, and what message will you be sending on how they should be acting on the marijuana legislation."

Under Prime Minister Justin Trudeau (Papineau, Que.), the government committed to making the Senate a non-partisan body by only appointing non-affiliated senators. The Trudeau-appointed Senators eventually joined with a working group of former Liberal and Conservative Senators to form the Independent Senators Group, now the largest faction in the Senate with 44 of the 105 seats.

Independent Senators on the committee include deputy chair Patricia Bovey (Manitoba), Diane Griffin (Prince Edward Island), Rosa Galvez (Bedford, Que.), Sen. Cormier, and Sen. Gagné.

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Timeline of Bill C-49

- May 16:** Introduction and first reading in the House of Commons
- June 16:** Second reading in the House of Commons and referral to the House Transportation Committee
- Oct. 5:** House Transportation Committee presents its report
- Oct. 30:** Concurrence at Report Stage
- Nov. 1:** Third reading in the House of Commons
- Nov. 2:** Introduction and first reading the Senate
- Dec. 8:** Second reading in the Senate and referral to the Senate Transportation Committee
- March 28:** Committee presents report with amendments
- March 29:** Consideration of committee report, the third reading in the Senate, and message sent to the House of Commons



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Aviation Policy Briefing



Come fly with me: A terminal at Toronto's Lester B. Pearson International Airport, the busiest airport in Canada. Photograph courtesy of Flickr

Canadian air travel is booming, but feds are spending less on security services, to the ire of advocates

In 2015-16, the Canadian Air Transport Security Authority's budget was \$655-million, but last year, the agency is estimated to have only received \$584-million

BY JOLSON LIM

A new report by the Canadian Airports Council shows the country's airports are big engines for economic activity, and prospects are bright as traffic is expected to annually grow by 75 million passengers in the next decade. But the industry's advocacy group says waiting times for travellers won't improve if the federal government doesn't boost its border security services.

The economic impact study conducted by InterVISTAS Consulting paints a rosy picture of Canada's airports, which it found produces \$19-billion of the country's GDP, and 194,000 jobs.

The report also notes air passenger traffic had reached "record levels," with the country's airports handling 140 million passengers in 2016. The council also projects that traffic will eventually reach 215 million passengers travelling through the country's airports annually.

All of this is good news for the country's airports, so long as the federal government is able to

boost the level of services for passengers clearing through customs and airport security, according to Canadian Airports Council president Daniel-Robert Gooch.

Mr. Gooch told *The Hill Times* that business prospects for airports are "bullish," but that federal government services "are not keeping pace" with the demand for air travel.

He pointed to the level of funding for the Canadian Air Transport Security Authority (CATSA), the Crown corporation responsible for security screening of passengers and baggage at the country's 89 airports used for air travel.

He said Transport Minister Marc Garneau (Notre-Dame-de-Grâce-Westmount, Que.) committed to setting "internationally competitive service standards" for CATSA two years ago as a way to better measure and work to improve upon the length of time it takes for a passenger to clear customs and security.

But as air travel continues to rise, the level of spending hasn't kept pace with what's needed, he said.

In 2015-16, CATSA spent \$656-million, but according to the recently-tabled main estimates, the agency is only estimated to have received \$584-million in 2017-18. In 2016-17, CATSA spent \$766-million.

Mr. Gooch said airports have to go back to Parliament annually for appropriations to fund CATSA, and they haven't seen the permanent structure of reforms that are needed in order to tie funding to the number of passengers.

"The numbers are growing, travellers are paying an air

travel security charge and they're expecting it to cover the services but the money is in no way tied to what goes to CATSA. We really need to change that," he said.

The Toronto Star had reported last month that the federal government is considering privatizing CATSA, provoking fears that passengers may have to eventually pay higher fees. Currently, passengers pay \$7 for security screening for domestic flights and almost \$25 for an international trip.

According to industry sources who spoke to *The Star*, the federal government is also looking at turning CATSA into a not-for-profit agency, similar to Nav Canada, which runs the country's air traffic control system on private revenues from users of the system.

Transport Canada consulted with aviation industry groups late last year about a new governance model for CATSA. Pressure has mounted on the department to act on shortening wait times at airports, which are a major source of frustration for the growing number of passengers, especially near holidays.

Mr. Gooch also said the Canadian Border Services Agency needs to invest more in new technologies that can make it faster for passengers to be processed at the border. He pointed to the U.S. Customs, Border and Protection agency, which has pioneered facial recognition and biometrics technology as a way to quickly identify travellers.

This year, CBSA is rolling out self-serve kiosks that can recognize travellers' faces and finger-

prints at select airports under a pilot project, but Mr. Gooch said he wants the new technology, which is already used widely south of the border, to be implemented faster.

"The U.S. is already there and they're ahead of us. We need to get our government fully behind that because...it allows us to move travellers through the airport more quickly," he said.

Massimo Bergamini, president and CEO of the National Airlines Council of Canada, said improving security and border processing are two things the federal government could act on immediately.

He also told *The Hill Times* that air travel is the only transportation system that is more than "100 per cent user pay."

"In fact, it's 100 per cent user pay-plus," he said, explaining that the federal government gets more money from air travel compared to the amount it has invested into the system.

"This is a problem when the government is actually making money out of air travel and fails to reinvest that money into those chokepoints," he said.

Mr. Bergamini said airport infrastructure is almost entirely financed through passenger fees and airlines rather than from capital investment from governments. He said the money is needed for improving airport runways to accommodate larger planes, better takeoffs in bad weather, and runaway lighting.

He said it was a problem that the federal government provides Via Rail with hundreds of millions of dollars worth of operating subsidies, spending on trains, and infrastructure upgrades, while airports and airlines get little-to-no support.

Air travel growth built on new routes, low prices, and rising wealth worldwide

Spurred by globalization, a rising middle class in countries such as China, and lowering costs, global air travel has exploded in recent years and is expected to continue to dramatically grow.

The International Air Transport Association expects 7.2 billion passengers to travel in 2035, nearly doubling the 3.8 billion air travellers in 2016. The Canadian Air Council's report also found 140 million people en-planed and de-planed at a Canadian airport that year.

Mr. Bergamini said his association's airlines, including Air Canada and Westjet, receive 300,000 passengers on a daily basis.

"Managing growth is an issue that we're dealing with now," he said.

Karl Moore, a McGill University professor and expert on Cana-

da's airline industry, said much of the growth in air travel will come from low cost and "ultra low cost" airlines, such as WestJet's Swoop. Such no-frills airlines often charge ancillary fees for normally-provided items, such as water.

He said these regional airlines will mean better business for "second-tier airports." These hubs, such as Hamilton's Munro International Airport, are used less but located near to big cities like Toronto. He noted it could sometimes be faster for those living immediately west of Toronto to go there instead of the often-congested Pearson International Airport.

Prof. Moore also said growth will be in new flight routes with China, as business and tourism between both countries provides more demand. Higher-end airlines will still continue to grow because they offer business class and other perks tailored to frequent business-oriented travellers.

Flights to "sun destinations" such as Florida are also expected to increase, he said, while Canada is expected to receive more tourists, especially from Asia, in the future.

Mr. Gooch said flight route expansion will occur "across all sectors," domestically and internationally. He said there will be more regional routes to the U.S. as new, more fuel-efficient aircraft are introduced.

Prof. Moore said the Liberal government should be happy with the dramatic rise in air travel because it's a boon for the national economy and means lower prices for flights, at least for now. He said there are concerns over pollution, but the introduction of newer fuel-efficient planes such as the Bombardier C Series is a sign the aviation industry is moving in the right direction.

"It's also servicing smaller, under-served communities in areas like the Maritimes and so on, so that's good from a voting viewpoint," he said.

According to Transport Canada, the department solicits views from airlines, airports, and provinces annually to determine its priorities for negotiating air transport agreements under the federal government's Blue Sky Policy.

"The focus of our efforts in the coming months will continue to be driven by the commercial interests of Canadian airlines and airports as well as the tourism sector," said Mr. Garneau in an email interview with *The Hill Times*.

In December 2017, new flight agreements were signed with Israel, Qatar, South Africa, Ethiopia, Cameroon, and Morocco.

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The Hill Times

Airports at a glance:

- 194,000 direct jobs across Canada are tied to airports, accounting for 1 in 100 Canadian jobs
- 355,000 jobs are direct, indirect, or induced from airports
- \$19-billion, the amount airports contribute to GDP, roughly 1 per cent
- 50 per cent, the jump in how many passengers Canadian airports are expected to handle annually by 2026, compared to 2016
- More resources for security screening by CATSA is one of the Canadian Airports Council's asks of the government
- Facial recognition and biometric technology for CBSA is another
- \$656-million is the budget of CATSA in 2015-16
- \$585-million is the amount the agency is estimated to receive in 2018-19

Source: the Canadian Airports Council

Policy Briefing Aviation

Managing the flights of the future

Our research on flight management systems (FMS) uses optimal control techniques to obtain analytic solutions for estimates of the flight speed, flight time and direct operating costs for all types of vehicles to minimize direct operating costs of an airline.



Luis Rodrigues

Opinion

Around the world, airlines are working to manage a tricky-trade-off: fuel consumption versus flight time. To consume less fuel, the airplane has to go slower—but that means flying longer. Flying faster shortens the flight time, but the undesirable side effects are increased fuel consumption and a corresponding increase in emissions to the atmosphere.

If nothing is done, aircraft emissions are not likely to decrease: less than two years ago, the International Air Transport Association forecasted that passenger demand would double in the next 20 years. How will this increased demand be sustainable? How can the airlines save in the costs of fuel consumption while reducing their carbon footprint and preventing an environmental catastrophe?

Is there an easy solution to these world-wide problems?

Such a solution is exactly what my colleagues and I are working to develop at the Faculty of Engineering and Computer Science at Concordia University in Montreal. Our research on flight management systems (FMS) uses optimal control

techniques to obtain analytic solutions for estimates of the flight speed, flight time and direct operating costs for all types of vehicles to minimize direct operating costs of an airline.

One emerging application that can benefit greatly from these FMS algorithms is urban travel in air-taxi using vertical take-off and landing vehicles. Some companies like Uber and Bell have already developed prototype vehicles. But new FMS and new air traffic regulations will need to be established if we are to have several of these aircraft fly above a city, ushering in a future with urban skies full of flying machines used for quick transit and package delivery.

At Concordia, we are currently performing research on open source software flight management systems to pave the way for an affordable future for the aviation industry—not just applicable to drones and air-taxi darting about overhead but to large jetliners undertaking long voyages too.

After such jetliners are designed, the task of energy optimization is typically left to the FMS. Once the FMS computes target values for variables such as speed and altitude, these target values are fed to a pilot or autopilot, which means that it is also important to investigate the interface between the FMS and the pilot.

Going beyond the cases of fuel-propelled aircraft, FMS for electric, hydrogen fuel-cell propelled, and hybrid aircraft are also of fundamental importance. The catch: FMS for these greener types of aircraft do not exist in the market yet. In fact, even some smaller turboprop aircraft do not currently have a FMS, which means they cannot benefit from an optimized flight path that can take into account the direct operating costs of the airline with fuel and time-related expenses (salaries, maintenance, to name a few).

What is the holdup? Mainly, the high cost. But a solution to this problem is exactly what we're developing at Concordia: a general-purpose, open source flight management system that could be installed in pilots' iPads—and even used for training and advising in the next generation aircraft, including future turboprop, all-electric and hybrid aircraft. The future of aviation is closer than you think, all thanks to innovative flight management software, innovative university research and disruptive industrial technology!

Luis Rodrigues is a professor at the Department of Electrical and Computer Engineering at Concordia University.

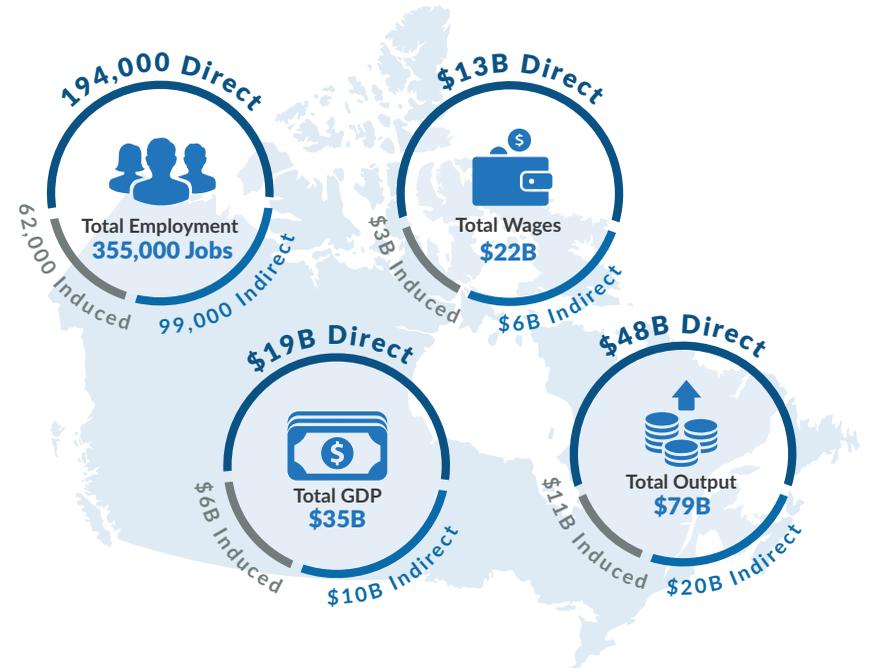
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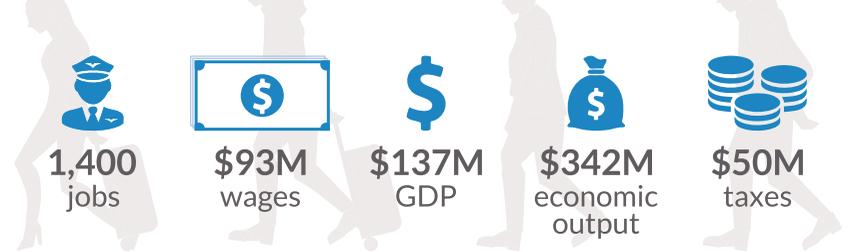
Around the world, airlines are working to manage a tricky-trade-off: fuel consumption versus flight time. To consume less fuel, the airplane has to go slower—but that means flying longer. Flying faster shortens the flight time, but the undesirable side effects are increased fuel consumption and a corresponding increase in emissions to the atmosphere. *Photograph by Wikipedia*

Canada's airports are crucial to the economic vitality of the communities they serve.

A vital component to the country's transportation infrastructure, Canada's airports support **194,000 direct jobs** and generate **\$48 billion in direct economic activity**.



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140 MILLION PASSENGERS



2.2 MILLION FLIGHT FREQUENCIES



6.2 MILLION AIRCRAFT MOVEMENTS



Aviation Policy Briefing

Senators heeded Canadians' call to fix the government's transport bill

I suspect there will be a lot of talk about unelected Senators interfering with the will of the House when MPs begin to debate our amendments. They would do well to remember that these are not 'Senate amendments' *per se*—they are amendments that Canadian voters, taxpayers, and workers asked us to make on their behalf.



Conservative Senator David Tkachuk

Opinion

When the Senate's transport committee studied Bill C-49, the Transportation Modernization Act, stakeholders from across the country appeared before the committee and told us the bill just wasn't good enough.

While the bill touched on a number of transportation issues, two in particular relate to the aviation sector. One directs the Canadian Transportation Agency to create an air passenger bill of rights.

While a bill of rights for passengers may be overdue, the devil is in the details. The committee found it problematic that the federal government thought it acceptable to set a time limit of three hours for a passenger to sit in an airplane on the tarmac before the airline had any obligation to provide information about the delay, let alone compensation—or even food and drink.

Senators found that to be too long and, in my opinion, rightly amended the bill to cap tarmac delays at 90 minutes before offering compensation. In my view, it strikes a better balance between the business requirements of airlines—which are often victims of circumstances beyond their control—and the needs of customers.

Witnesses from the Canadian National Institute for the Blind and the Council of Canadians with Disabilities expressed grave concerns about the effect of lengthy tarmac delays on people with disabilities, who already face significant challenges with regard to accessing air transportation services.

That's why, in an observation we added to our report amending the bill, we encour-

aged the transportation agency to ensure it includes representatives from disability advocacy groups when it starts to draft the promised air passenger bill of rights.

To ensure that there is some mechanism to review the passenger bill of rights after it is drafted, we added language ordering that the bill of rights be regularly reviewed by a Senate or House of Commons committee—or both—and that the committees submit a report to Parliament.

Our committee also wants to make it easier to hold airlines to account.

The Canada Transportation Act already contains language that allows the transportation agency to force an airline to compensate passengers if, for instance, the airline charges higher prices than what it has published, or if it applies unreasonable or discriminatory terms of carriage.

The federal government wants to restrict the ability of Canadians to make claims against airlines that violate the bill of rights by only allowing a person adversely affected to do so.

Our committee amended the bill to allow anyone to make such claims—citizen consumer advocates like Gabor Lukacs have filed dozens of complaints with the transportation agency and forced airlines to offer better service to passengers. Consumer advocates should be encouraged, not muzzled.

We also moved to increase scrutiny of joint venture provisions. If airlines want to share responsibility for a route or co-ordinate aspects of their operations, our committee wants the government to explicitly consider the arrangement's effect on things like competition, air service and safety, the environment and passengers.

For the sake of transparency, another amendment orders the government to make

public a summary of any arrangement between airlines within 10 days of the airlines notifying the government of their intentions. The amendment would also give the public a chance to weigh in on the airlines' plans and force the government to review the arrangement every two years.

All of our amendments must now be considered by the House. It will be interesting to see MPs' reactions.

From the moment we received Bill C-49 we were under great pressure to review it quickly. Time was of the essence, we were told. Delay was not an option.

We didn't delay. We rolled up our sleeves and got to work. And when Canadians came to us and told us that this bill was flawed, or wrong, or didn't go far enough, we listened.

As chair of the committee, I was immensely proud to see senators stand up for the groups who asked us to represent them in Parliament.

I suspect there will be a lot of talk about unelected Senators interfering with the will of the House when MPs begin to debate our amendments. They would do well to remember that these are not "Senate amendments" *per se*—they are amendments that Canadian voters, taxpayers, and workers asked us to make on their behalf.

Our witnesses' thoughtful and substantive contributions helped us to improve the bill, not just for air travellers but also for farmers, rail workers and minority language speakers. Senators from all the political groupings put forward amendments to support them.

Transport Minister Marc Garneau now has a choice.

He can help pass our amendments quickly and turn this bill into law.

Or he can delay or block our amendments—and alienate the many people who turned to the Senate to improve Bill C-49.

His decision should be easy.

Conservative Senator David Tkachuk represents Saskatchewan and chairs the Senate Committee on Transport and Communications.

The Hill Times

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Transport Minister Marc Garneau now has a choice. He can help pass our amendments quickly and turn this bill into law, writes Conservative Sen. David Tkachuk. *The Hill Times* by Andrew Meade

Policy Briefing Aviation



The first flight of an airplane, the Wright Flyer on Dec. 17, 1903. Photograph courtesy of Wikipedia

Cleared for take-off: regulatory reform and Canada's aviation sector

The CTA will do its part to ensure that these changes help make Canadians' air travel experience as uneventful, in the best sense of the word, as possible.



Scott Streiner

Opinion

Not so long ago, human flight was an event. Now, many of us simply want it to be uneventful. From Toronto to Tokyo, Lima to London, affordable and reliable air travel has become essential to connecting families, friends, and businesses. And if it's important to the prosperity and social fabric of most countries, it's doubly so for Canada, given its geographic vastness, the deep links between its diverse population and the rest of the world, and its reliance on robust trade relationships.

The rules around air travel are about to undergo a significant modernization. The Canadian Transportation Agency (CTA)—the country's longest-standing independent, expert regulatory tribunal—is playing a key role in elements of this reform, some of which will flow from the Transportation Modernization Act (Bill C-49) if and when it becomes law.

At the time of writing, the bill had been returned from the Senate to the House of Commons with a number of amendments. Among its provisions are an increase in the maximum voting share foreign investors can hold in a Canadian airline from 25 to 49 per cent, which may help spur more competition and consumer choice, and a new process for the approval of joint ventures between carriers. The CTA will continue to be charged with ensuring that Canadian airlines are controlled in fact

by Canadians. We're working to make the process for control-in-fact determinations more predictable and timely, while allowing for innovation and protecting commercially sensitive information. We've consulted stakeholders on how to achieve these goals, and we'll be releasing information on process improvements by the summer.

The bill also gives the CTA the mandate to make regulations setting out airlines' obligations to passengers with respect to flight delays and cancellations, denied boarding, tarmac delays, lost and damaged baggage, the seating of children, the transportation of musical instruments, and communication of information. Air travel issues are very much on people's minds, and the travelling public, consumer rights groups, and airlines will want to have their say as the CTA develops the regulations. At the same time, there will be a strong desire to see the regulations brought into force without unnecessary delay. To meet these expectations, the CTA has committed to launching consultations on air passenger protection regulations within 72 hours of the bill's receiving royal assent, if and when that happens, and completing the consultations within three months. Canadians will have multiple channels for sharing their views: an online questionnaire, written submissions, and participation in face-to-face sessions in eight cities across the country. We'll also hold a videoconference consultation for those unable to attend an in-person session, and conduct surveys in 11 airports. Once the consultations are done, we'll move quickly to consider all input received and draft regulations that lay out a clear, transparent, fair, and consistent set of passenger rights.

Complementing the work on airlines' obligations towards consumers are a number of anticipated updates to the air transportation regulations. These regulations, which had not been broadly reviewed for decades, establish licensing conditions and charter notification procedures for carriers that want to offer publicly-available air services in Canada. Based in part on feedback received during an 11-month consultation process, we're considering amendments that will remove unnecessary administrative burdens for industry—facilitating innovation in business models—while strengthening airlines' passenger insurance requirements—in line with enhanced protection for passengers generally.

Finally, the CTA is engaged in an ambitious reform of regulations focused

specifically on the accessibility of transportation services to persons with disabilities. This effort began in spring 2016 and has now advanced through the consultation and analysis stages. We expect to have modernized, comprehensive accessible transportation regulations ready later this year—regulations grounded in the vision of making Canada's national transportation system the most accessible in the world.

That's an objective all Canadians can get behind, because in a nation whose fundamental values include equality and inclusion, there's no reason that someone who, for example, is blind, uses a wheelchair, or has PTSD should be unable to travel.

Taken together, these developments will mean significant changes for Canada's aviation sector. Building on 114 years of experience and an abiding commitment to impartiality and engagement, the CTA will do its part to ensure that these changes help make Canadians' air travel experience as uneventful, in the best sense of the word, as possible.

Scott Streiner is the chair and CEO of the Canadian Transportation Agency.

The Hill Times

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Grâce à notre équipe d'employés remarquable, notre système de navigation aérienne est reconnu mondialement pour sa technologie moderne et son efficacité exceptionnelle ainsi que pour ses redevances qui sont moins élevées qu'elles ne l'étaient il y a 20 ans. Nous restons toutefois tournés vers l'avenir avec Aireon, une entreprise innovatrice qui, grâce à sa technologie satellitaire de prochaine génération, étendra au monde entier les avantages de la surveillance de la circulation aérienne en matière de sécurité et d'efficacité.

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Feature Shaughnessy Cohen nominee

‘Stan walked in and greeted me warmly, his brown eyes twinkled as he took a seat’

Tanya Talaga is shortlisted for the Writers’ Trust’s Shaughnessy Cohen Prize for Political Writing for her book *Seven Fallen Feathers: Racism, Death, and Hard Truths in a Northern City*, published by House of Anansi Press.

BY TANYA TALAGA

Arthur Street runs east to west in a long, straight ribbon through the downtown area of the Fort William region of Thunder Bay. Arthur Street is devoid of charm—it’s a stretch of drive-thru restaurants, gas bars, and grocery stores, and cars in a hurry to get anywhere but here.

Turn off Arthur, north onto Syndicate, and you’ll find the Victoriaville Centre, a poorly planned shopping mall with a 1970s vibe. The mall is riddled with empty stores and stragglers having a cup of coffee before heading over to the courthouse across the street. Parts of the mall have been taken over by mental health clinics, an art gallery, and an Indigenous health centre. Upstairs is the main administration office of Nishnawbe Aski Nation (NAN), a political organization representing forty-nine First Nations communities encompassing two-thirds of the province of Ontario, spanning 543,897.5 square kilometres.

There is one elevator and it behaves like an old man. It grumbles as the door shuts, and it shakes and heaves its way slowly upstairs. A sign posted near the buttons says, “When the elevator breaks down, call this number. . .” “When,” not if.

This was where I found myself one grey day in April 2011. I was there to see Stan Beardy, NAN’s grand chief.

The 2011 federal election was in full swing. The incumbent Conservative candidate, prime minister Stephen Harper, was largely loathed by the Indigenous community. Dur-

ing his five years as prime minister, he had stripped away environmental protections, built pipelines, and continually underfunded the 634 First Nations across Canada. Harper was duking it out with Jack Layton, a former Toronto city councillor and leader of the left-leaning New Democratic Party. Layton was a guitar-playing socialist whose mandate was to tear down highways and build bike lanes and parks.

The receptionist ushered me into a large common meeting room to wait for Stan. Everything in the room was grey—the walls, the tubular plastic tables, the carpets. The only splash of colour was a white flag with a red oval in the middle. Inside the oval—a traditional symbol of life for Indigenous people—is the Great White Bear. The red background is symbolic of the Red Man. The bear is stretched out, arms and legs open wide. His feet are planted firmly on a line, which represents the Earth, while his head touches another line, which is symbolic of his relationship to the Great Spirit in the sky. The circles forming the bear’s rib cage are the communities, and the lines of the rib cage are Indigenous songs and legends, cultures and traditions that bind all the clans together.

Stan walked in and greeted me warmly. His brown eyes twinkled as he took a seat.

Stan is a quiet, pensive man. He said nothing as he wearily leaned back in his chair and waited for me to explain why exactly I had flown 920 kilometres north from Toronto to talk about the federal election.

I launched into an explanation of what I was writing about, trying not to sound like an interloper into his world, someone who kind of belongs here and kind of doesn’t. This is the curse of my mixed blood: I’m the daughter of an Eastern European and Ojibwe mother who was raised in the bush about one hour’s drive west of Thunder Bay, and a Polish father from Winnipeg.

I rattled off abysmal voting-pattern statistics among First Nations across Canada, while pointing out that in many ridings Indigenous people could act as a swing vote, hence influencing the trajectory of the election.

Stan stared at me impassively.

I started firing off some questions, but every time I tried to engage him, he talked about the disappearance of a fifteen-year-old Indigenous boy named Jordan Wabasse.



Tanya Talaga’s *Seven Fallen Feathers: Racism, Death, and Hard Truths in a Northern City* is also on the Canadian non-fiction bestseller lists. Photograph courtesy of the Writers’ Trust

It was a frustrating exchange. We were speaking two different languages.

“Indigenous voters could influence fifty seats across the country if they got out and voted, but they don’t,” I said. “Why?”

“Why aren’t you writing a story on Jordan Wabasse?” Stan replied.

“Stephen Harper has been no friend to Indigenous people, and if everyone voted they could swing the course of this election,” I countered.

“Jordan has been gone for seventy-one days now,” he said.

I tried to ask about Layton. Surely the policies of the left-leaning New Democratic Party would be more focused on Indigenous issues, I pressed.

But to this, Stan said, “They found a shoe down by the water. Police think it might have been Jordan’s.”

This standoff went on for a good fifteen minutes before I gave up and we sat in silence. I was annoyed. I knew a missing Grade 9 Indigenous student in Thunder Bay would not make news in urban Toronto.

Then I remembered my manners and where I was. I was sitting with the elected grand chief of 45,000 people, and he was clearly trying to tell me something.

“Jordan is the seventh student to go missing or die while at school,” Stan said. Since 2000, Jethro Anderson, Curran Strang, Paul Panacheese, Robyn Harper, Reggie Bushie, and Kyle Morrisseau had died. Now Jordan Wabasse was missing.

Stan told me the seven students were from communities and families hundreds of kilometres away in the remote regions of Northern Ontario, where there are very few high schools. All of them were forced to leave their reserves to pursue their education.

“Going to high school is the right of every Canadian child,” Stan said. But these children have been treated differently, their needs forgotten in a country that prides itself on having one of the best education systems in the world.

He looked at me. “Let me take you on a drive.”

We left the NAN office and climbed into his beat-up old pickup truck. He popped a CD of gospel music into the player. Listening to gospel music soothed Stan’s soul. He felt closer to his son when he thought about God.

Daniel Beardy was 19 years old when he was found beaten and unconscious at a house party on

Fort William First Nation. He was just finishing up at Dennis Franklin Cromarty (DFC) High School in Thunder Bay, the school for Indigenous students run by the Northern Nishnawbe Education Council (NNEC). Most of the kids who attend Dennis Franklin come from reserves several hundred kilometres away from Thunder Bay. The students have to live in boarding houses and the boarding parents are paid by the school to look after the kids. Six of the seven students in this book went to DFC.

The Beardys are from Muskrat Dam First Nation, an isolated community of about three hundred people, deep in Ontario’s north, accessible only by air. But because Stan, Daniel’s father, was the grand chief, he had to move to Thunder Bay. His wife, Nellie, joined him and so did Daniel, who lived with his parents while he was attending high school.

Daniel was Stan and Nellie’s only son, their pride and joy, a gregarious teen who loved life, his friends, and hockey. The Beardys’ son fell in love with the game when he was five years old and later ranked second as a goalie in the Ontario Junior A League. The move to Thunder Bay meant he could play for more professional teams that were once home to NHL greats like the Staal brothers, Patrick Sharp, and goalie Matt Murray.

Daniel’s NHL dream was beaten out of him on a late July night. After spending thirty hours in intensive care, he succumbed to his wounds on August 1, 2004.

Stan cannot let Daniel go. And he would not let the seven go. When Stan talked about losing his son, the pain of the lost seven was closely tied to him. The loss of Daniel and the

loss of the seven represented the loss of hope, the failure of one generation to take care of the next. Their disappearances and deaths signified everything wrong in the relationship between Canada and the Indigenous people.

Stan was telling me that Jordan, the boy who was missing, was a goaltender like Daniel, when he stopped the car.

I looked around and saw the James Street swing bridge that crossed the Kaministiquia River. He parked near the shore, behind a couple of buildings that looked like they were abandoned.

“What are we doing here?” I asked as I stepped out of the truck.

A feeling of dread rose within me.

Before us was the Kam’s just-thawing, rushing brown water. On the other side of its swollen spring banks loomed Animikii-wajiw, Ojibwe for Thunder Mountain, or what the colonials call Mount McKay, a tourist destination that offers a panoramic view of the city and of the sleeping Nanabijou. Animikii-wajiw, towering three hundred metres over the city, is not just a scenic outlook. It is the spiritual centre for the Ojibwe of Fort William First Nation.

My heart beat fast. Sickness brewed in the pit of my stomach. I knew this place well. This was my grandmother’s reserve, where my children have run through the long grass under the glare of the summer sun and have been chastised by patrolling rez police officers for trying to climb the crumbling shale rocks on the side of the mountain.

Stan nodded and then said, “We think Jordan was chased into the river.”

Searchers found one of his running shoes right here. Indigenous hunters, experts in tracking animals through the bush, found footprints leading up to the water. It looked like there had been a chase.

The bodies of four boys had already been discovered in the waters and floodways that feed into Lake Superior.

One month later, Jordan would be the fifth.

Tanya Talaga has been a journalist at the *Toronto Star* for 20 years. She won the RBC Taylor Prize and was a finalist for the Hilary Weston Writers’ Trust Prize for Nonfiction and British Columbia’s National Award for Canadian Nonfiction for *Seven Fallen Feathers*. She has been nominated five times for the Michener Award in public service journalism and has twice won a National Newspaper Award for her work as part of a team. Tanya Talaga is the 2017-2018 Atkinson Fellow in Public Policy. She lives in Toronto. Excerpted and adapted from *Seven Fallen Feathers: Racism, Death, and Hard Truths in a Northern City* copyright © 2017 by Tanya Talaga. Reproduced by permission of House of Anansi Press Inc., Toronto. All rights reserved. No part of this excerpt may be reproduced or reprinted without written permission from the publisher. www.houseofanansi.com The Shaughnessy Cohen Prize winner will be announced at the Politics & the Pen gala in Ottawa on May 9. www.writers-trust.com

The Hill Times

Jobs, carbon tax angles could make Trans Mountain a winner for Conservatives: Nanos

Conservative leader Andrew Scheer is doing his best to pin the Alberta-B.C. squabble on Justin Trudeau, and it could pay off, say politicos.

BY PETER MAZEREEUW

The federal Conservatives can make political hay of the stalled Trans Mountain pipeline if they continue to frame the issue in terms of lost jobs and tie it to the carbon tax, say political observers.

Conservative leader Andrew Scheer (Regina-Qu'Appelle, Sask.) has unsurprisingly used the political squabbling and uncertain status around the pipeline project to attack Prime Minister Justin Trudeau (Papineau, Que.)

and his Liberal government, holding a press conference last Sunday on the Hill in which he laid the blame squarely on Mr. Trudeau, and posting videos on social media in which does the same. His Conservative Party is also running ads on Facebook attacking the government for "failed energy policies."

The Conservatives are using multiple lines of attack to try to pin B.C.'s rejection of the pipeline on Mr. Trudeau. Between Mr. Scheer's comments and the Conservative ads, those include tying the pipeline fray to the Liberal carbon tax; the government's pending overhaul of the environmental assessment process through Bill C-69; its rejection of the Northern Gateway pipeline, and the demise of the Energy East pipeline during his tenure; Mr. Trudeau's statement that "communities give permission" for pipelines; and slamming the government's decision to consider financially backing the Trans Mountain project.

"His carbon taxes and extra red tape are driving away jobs and investment and having a devastating effect on families and workers," Mr. Scheer said in one taped statement playing on his Facebook page. A Facebook ad running last week blamed the Liberal government for the loss of 110,000 energy sector jobs.

Bringing the issue back to jobs and the economy is the best way for the Conservatives to squeeze votes out of the pipeline dispute, said Nik Nanos, the chair of Nanos Research, which recently polled Canadians on their attitudes towards federal-provincial disputes over energy projects on behalf of the University of Ottawa.

Talking points about supporting the natural resource sector are more dicey territory, said Mr. Nanos.

"We know that Canadians, from a polling perspective, in the long run want an energy mix that includes less carbon. The Conservatives would be on more

solid ground just to say that this is about jobs and energy projects," he said.

However, tying the issue to the government's carbon tax could also pay off, said Mr. Nanos, "because any focus on a new tax is initially going to have resistance from most Canadians."

Mr. Nanos said the pipeline debate would likely hurt the Liberals politically in B.C. and Quebec if the federal government is seen to be trampling the authority of the B.C. government. He also said that the Liberals would likely lose seats in Alberta, which stands to gain from the pipeline, in the next federal election regardless of the outcome of the Trans Mountain dispute.

When asked how the Conservatives would resolve the impasse that now exists on Trans Mountain, Mr. Scheer said in an April 15 press conference the Conservatives would repeal the environmental assessment bill, C-69, send a "clear signal that we would stand up for federal jurisdiction," repeal the federal carbon tax, and reverse the government's rejection of the Northern Gateway pipeline.

When asked whether he wanted the government to financially support Trans Mountain, or draft legislation asserting its jurisdictional authority over the pipeline, or withhold funding from B.C. for blocking the pipeline, and when asked how encouraging investment in the resource sector could have prevented B.C. Premier John Horgan from attempting to block the pipeline, Mr. Scheer deflected blame back on the government for not preventing the impasse.

Backing resource sector won't hurt Scheer in Ontario: ex-Tories

The Conservatives stand to gain from the Trans Mountain dispute because it shows the Liberals are not delivering on their promises to balance economic growth with environmental stewardship, said Mike Van Soelen, a lobbyist at Navigator Public Affairs and ex-communications director for former Conservative minister John Baird.

Mr. Trudeau's talk of needing "social license" for resource projects, and environmental policies intended to win it—reforming the environmental assessment process, and bringing in a carbon tax—don't square with opposition that has blocked the Trans Mountain pipeline, said Mr. Van Soelen.

"The bargain was that in doing those things, then we'd be

able to build things like the Trans Mountain pipeline. And that's not happening."

Former Conservative MP Stella Ambler said the popularity of Doug Ford in Ontario and Jason Kenney in Alberta, both vocal carbon tax opponents, shows the Conservatives are on safe ground when they blame the Liberal carbon tax for the Trans Mountain standoff.

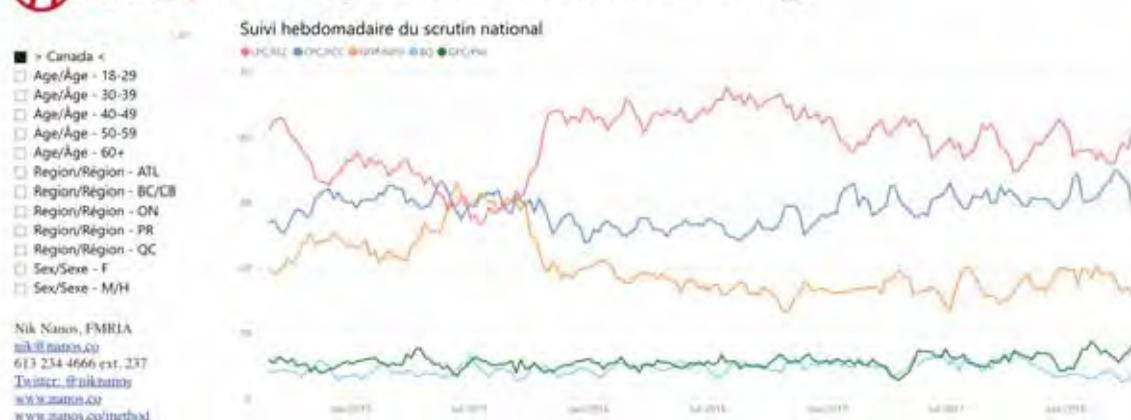
The Conservatives are not at risk of alienating voters in Ontario's valuable 905 region or in B.C. by tying themselves to the natural resource sector, said Ms. Ambler, a former MP for Mississauga South, Ont., and Mr. Van Soelen.

"I'm not convinced that this somehow is problematic for his electoral fortunes," said Mr. Van Soelen.

Mr. Scheer's vague stance on how to resolve the Trans Mountain dispute now isn't a problem, as his role as opposition leader is to hold the government to account, said Ms. Ambler, who now works at Earncliffe Strategy Group.

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NANOS Weekly National Ballot Tracking



Weekly polling by Nanos Research shows the federal Liberals (red) enjoyed a substantial lead over their rivals for a little more than a year after the 2015 election, but have since slowly but steadily lost ground to the opposition Conservatives (blue). The latest Nanos poll shows the Liberals enjoyed a small bump from past weeks on April 13, with 41 per cent support over 29 per cent for the Conservatives. Screenshot of the Nanos Research website



Prime Minister Justin Trudeau, Conservative leader Andrew Scheer, and NDP leader Jagmeet Singh. The Hill Times photographs by Andrew Meade



Conservative leader Andrew Scheer is trying to convince voters that the Liberal government's environmental policies are to blame for the stalled status of the Trans Mountain pipeline. The Hill Times photograph by Andrew Meade

Nanos Research/ University of Ottawa poll, March 31-April 3

Who should lead decision making for pipeline projects?

Federal government: 68%
Provincial government: 25%
Unsure: 7%

Who should lead decision making for reducing greenhouse gases?

Federal government: 66%
Provincial government: 27%
Unsure: 6%

Possibility of developing Canadian energy sources while protecting environment

Possible: 54%
Somewhat possible: 36%
Somewhat not possible: 7%
Not possible: 2%
Unsure: 1%

This poll was conducted between March 31 and April 3, 2018 with some data collected from surveys in March 2015, October 2015, and September 2017. The poll of 1,000 Canadians over the age of 18 was conducted using telephone and online surveys. The margin of error for a random survey of 1,000 people is plus or minus 3.1 percentage points, 19 times out of 20.

News Spending estimates

Federal spending up two per cent, hits \$276.6-billion in main estimates for 2018-19

The new Department of Indigenous Services has been allocated \$9.3-billion, with \$6.2-billion coming from the old Indigenous Affairs Department, and \$3.1-billion from Health Canada.

Continued from page 1 (Kings-Hants, N.S.), and detail a total of \$276,567,282,319 in federal spending—an increase of \$5.6-billion, or two per cent, over the almost \$271-billion requested in the 2017-18 main estimates.

That includes \$112.9-billion for voted budgetary expenditures (spending requested by the government and authorized by Parliament), including departmental operating and capital expenditures and payments to Crown corporations, and \$163.1-billion in statutory budgetary expenditures, (which do not require parliamentary approval each year) including transfer payments to the provinces for health care, and to individuals for old age security, as well as payments to service the national debt.

The main estimates do not include certain items in the government's budget, the largest two being Employment Insurance benefits (\$20.7-billion for 2018-19) and Children's benefits (\$23.7-billion for 2018-19). The 2018 federal budget set out \$338.5-billion in spending overall.

Among the "significant changes" in voted spending for 2018-19 is the "ramping up of spending for Budget 2017 priorities such as innovation, a national housing strategy, early learning, and child care," as well as funding for the G7 Summit in Charlevoix, Que. in June (estimated at \$341.6-million in voted expenditures overall), and support for Canada's new defence policy, announced by National Defence Minister Harjit Sajjan (Vancouver South, B.C.) in June 2017.

This year's increase was also caused by increases in major transfer payments, estimated at \$170.8-billion for 2018-19, up almost four per cent from last year, particularly for elderly benefits (up \$2.5-billion to almost \$53.7-billion, because there are more beneficiaries and higher average monthly benefit amounts), and fiscal equalization and Canada Health Transfer payments.

Public debt charges also increased almost \$1.4-billion from the 2017-18 main estimates, or by 6.3 per cent, to \$22.8-billion in 2018-19, including \$16.6-billion in interest on unmatured debt. Overall federal operating and

capital spending also increased by more than \$10-billion to reach \$82.3-billion in 2018-19, an increase of 14 per cent, in part due to increased funding for home care and mental health services, as set out in Budget 2017.

The 2017 federal budget set out a \$6-billion investment for home care and \$5-billion to support mental health initiatives, both over 10 years. Roughly \$850-million of this funding is being made available in 2018-19.

Along with funding for the new Department of Indigenous Services (more on this below), new budgetary expenses in the 2018-19 main estimates include \$3.5-million for the secretariat of the new National Security and Intelligence Committee of Parliamentarians; \$7.6-million for the now-independent office of the Parliamentary Budget Officer, which previously existed under the Library of Parliament; and \$23.1-million for the new Invest in Canada Hub.

The House of Commons has been allocated \$507-million for 2018-19, up almost 6.5 per cent from the roughly \$476-million set out in last year's main estimates. This increase is largely due to extra funding for the Long Term Vision and Plan to renovate buildings in the parliamentary precinct to improve information technology (IT) systems, among other things, and increased funding to parliamentary associations, food services modernization, and more funds towards the "digital strategy to modernize the delivery of parliamentary information."

The Senate, meanwhile, was assigned \$109.1-million this fiscal year, up five per cent from the roughly \$103.9-million set out in the 2017-18 main estimates. As explained in the document, the increase "will be used to address existing set of strategic priorities to enhance outreach and engage Canadians, to modernize and increase efficiency within the current constitutional framework, and to advance other priorities."

The Parliamentary Protective Service was allocated \$83.4-million for 2018-19, up \$15.2-million, or 22.2 per cent, from the 2017-18 main estimates, when it was allocated \$68.2-million, with the increase "primarily attributable to continued Parliament Hill security enhancements."

The Library of Parliament also saw a small increase in its funding, at \$48.1-million for 2018-19, up \$328,508 from last year's main estimates. Meanwhile, the Privy Council Office has \$166.4-million in spending set out so far for 2018-19, up \$21.5-million from the 2017-18 main estimates, or 14.8 per cent.

The Department of Finance once again has the highest estimated budgetary spending, at around \$94-billion for 2018-19, up from \$90.1-billion from last year, largely due to increases in the Canada Health Transfer, fiscal equalization and Canada Social

Transfer payments, and territorial financing. On top of this is an extra \$52.3-million in non-budgetary spending related to Canada's purchase of "initial shares" in the Asia Infrastructure Investment Bank.

Employment and Social Development Canada follows with the second highest estimated budgetary spending, at roughly \$60.9-billion, up \$3.5-billion from last year's main estimates. This boost comes from a roughly \$2-billion increase related to Old Age Security Pensions, due to both an increased average monthly rate and more beneficiaries; a \$118.2-million increase through the Canada Student Loans and Grants for Students and Apprentices Program; and a \$96.6-million increase due to the Canada Disability Saving Grants and Bonds program, among other things.

Rounding out the top three is the Department of National Defence, which has been allocated roughly \$20.4-billion in this year's main estimates, up \$1.7-billion from last year. This increase is largely due to the Liberal government's new defence policy, dubbed "Strong, Secured, Engaged," which includes investments in fixed-wing search and rescue aircraft, light armoured vehicle upgrades, and Canadian surface combatant ships.

The Liberal government's August 2017 decision to split up the old department of Indigenous and Northern Affairs into two—Indigenous Services, and Crown-Indigenous Relations and Northern Affairs—is reflected in the main estimates, with Indigenous Services being allocated the bulk of funds, at \$9.3-billion for 2018-19, while Indigenous Affairs has been allocated almost \$3.1-billion, of which \$2.2-billion is for "rights and self-determination."

The old department was given \$10.1-billion in the 2017-18 main estimates. This year, the bill for the two new departments did not include \$416.4-million that was "sunset" after being used for "to support the delivery of water and wastewater servicing on First Nation reserves as well as on-



Treasury Board President Scott Brison tabled the 2018-19 main estimates on April 16. Among the roughly \$276.6-billion in federal spending set out in the document is \$507-million for the House of Commons, up 6.5 per cent from the 2017-18 main estimates. *The Hill Times* photograph by Andrew Meade

Change, \$14.4-million for the Freshwater Action Plan, and a \$13.8-million increase for the Federal Contaminated Sites Action Plan, among other things.

Citizenship, Immigration, and Refugees Canada re-

ceived a sizeable boost to its budget, with roughly \$2.4-billion set out in the 2018-19 main estimates, up from \$1.6-billion the year prior. The increase is due to a number of factors, including: an increase of \$236.6-million for Passport Canada "to mostly reflect the decrease in revenues" as a result of the introduction of the 10-year passport; a \$287.9-million increase related to the Immigration Levels Plans for 2017 and 2018; an extra \$112-million grant for the Canada-Quebec Accord on Immigration; and \$28.1-million for the continued "implementation of biometric screening" for those looking to immigrate to Canada, among other things.

The Office of the Chief Electoral Officer—still without a new, permanent chief electoral officer since Marc Mayrand exited in December 2016, though *The Toronto Star* reported that Saskatchewan's chief electoral officer, Michael Boda, will get the job—has \$135.2-million in funding set out for the coming year, up from roughly \$112.2-million in last year's main estimates. The \$23-million increase is largely due to preparations for the anticipated October 2019 federal election.

The Communications Security Establishment saw its funding increased by roughly \$28.9-million in this year's main estimates compared to last, totalling \$624.9-million for 2018-19. A net increase of \$33-million to support the CSE's IT security mandate was offset by decreases related to "miscellaneous funding adjustments," among other things.

A total of \$1.2-billion is set out for the Canadian Broadcasting Corporation in the 2018-19 main estimates, up \$22.8-million from 2017-18, with the increase "attributable to compensation for negotiated salary adjustments."

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The Hill Times

reserve waste management infrastructure," among other things.

Looking at some other highlights: Health Canada saw its funding plunge, from \$4.3-billion in 2017-18 to \$2.2-billion in the 2018-19 main estimates, largely due to the fact that control and supervision of the \$3.1-billion First Nations and Inuit Health Branch, previously under the Department of Health, is now the responsibility of the new Department of Indigenous Services.

This decrease was offset by increases in other areas, including \$65.1-million "to implement and administer a federal framework to legalize and strictly regulate cannabis," \$850-million toward Canada's Home Care and Mental Health Services Initiative, and \$17.9-million to "improve affordability and appropriate use of prescription drugs and medical devices," among other things.

The Treasury Board Secretariat has \$13.6-billion in funding set out in the 2018-19 main estimates, a roughly \$7.1-billion increase from the year prior. The vast majority of this—roughly \$7-billion—is due to the inclusion of a "Budget Implementation vote for new measures approved and identified ... in Budget 2018"

"This new central vote will facilitate timely availability of supply for budget 2018 measures carried out in 2018-19," reads the main estimates document.

Opposition MPs have raised concerns over this estimates item, calling it a "slush fund" as it lumps spending on a range of projects into one vote, as reported by *The National Post* last week.

Environment Canada has seen its allocated funding boosted by roughly \$528.6-million to a total of \$1.5-billion in this year's main estimates. Increases include \$473-million for the Low Carbon Economy Fund, \$14.5-million for the Pan-Canadian Framework on Clean Growth and Climate

Budgetary estimates by organization, 2018-19 main estimates: the top 10

The following figures have been rounded.

Rank	Organization	2017-18 Main Estimates	2018-19 Main Estimates	Change
1.	Department of Finance	\$90.1-billion	\$94-billion	+\$3.8-billion
2.	Department of Employment and Social Development	\$57.4-billion	\$60.9-billion	+\$3.5-billion
3.	Department of National Defence	\$18.7-billion	\$20.4-billion	+\$1.7-billion
4.	Treasury Board Secretariat	\$6.5-billion	\$13.6-billion	+\$7-billion
5.	Department of Indigenous Services Canada*	-	\$9.3-billion	-
6.	Department of Foreign Affairs, Trade, and Development	\$6-billion	\$6.5-billion	+\$489-million
7.	Infrastructure Canada	\$7-billion	\$6.2-billion	-\$860-million
8.	Department of Veterans Affairs	\$4.7-billion	\$4.4-billion	-\$297-million
9.	Canada Revenue Agency	\$4.2-billion	\$4.2-billion	+\$41.8-million
10.	Royal Canadian Mounted Police	\$2.9-billion	\$3.5-billion	+\$658-million

* The government announced it was splitting the department of Indigenous and Northern Affairs into Indigenous Services and Crown-Indigenous Relations and Northern Affairs in August 2017. The 2017-18 main estimates set out roughly \$10-billion in funding for the department in all. Combining both new departments, funding set out in the 2018-19 main estimates totals roughly \$12.4-billion.

Liberal MPs could revert to third-party status if MPs ignore constituents' concerns, warns rookie Liberal MP May

Liberal MPs are aiming to meet their door knocking targets set by the party in the summer months. Liberal numbers are trending up the further away they get from the India trip, says pollster Nik Nanos.

Continued from page 1
next election, says rookie Liberal MP Bryan May.

"I remind my colleagues and all the volunteers it only took four years to go from third to first, and it could go back the other way if we don't stay out there, if we don't connect with people, and we don't listen. That's what we're doing right now," said Mr. May (Cambridge, Ont.) in an interview with *The Hill Times* last week.

Mr. May, chair of the House Human Resources and Skills Development Committee and who won his riding by a margin of only 4.5 per cent of the votes in 2015, said he knows his riding will be targeted in 2019, but said he's not worried. In 2011, he finished third, winning only 15.5 per cent of the votes compared to then-incumbent Conservative MP Gary Goodyear who carried the riding with 53.4 per cent, and the second place NDP candidate who won 27.6 per cent of the votes. Mr. May said he won the last election by a close margin, but like the Liberal Party, he jumped from third place to first place after a massive vote swing of 20,000 voted for him.

"So, there was an over 20,000 vote swing in my favour. Although it was a small margin but the amount of ground that we carried was very, very significant," said Mr. May. "What that shows us is that it can go back the other way, just as quick for almost everybody in the country."

During the 2015 campaign, Mr. May said constituents told him they thought it was great he was reaching out, but also said that if he won the election, they likely wouldn't see him for four years. He said he took that message to heart and has tried to meet with constituents regularly ever since. Because of his routine, he has either met the Liberal Party's threshold or is very close to it requiring incumbent MPs to knock on 3,500 doors or to make 5,000 phone calls by Oct. 1 if they wanted to avoid nomination challenges.

In January, the federal Liberals said incumbent MPs have

to participate in at least two "voter contact day of action" door knocking events in the last 12 months in their ridings; attempt to at least knock on 3,500 doors or make 5,000 phone calls; raise funds equivalent to 50 per cent of the expected election expense limit for 2019 in their ridings; and submit a written plan to raise the other half; sign up at least 30 new donors based on the Jan. 1, 2016, or Jan. 1, 2018, numbers, whichever is less; and secure signatures of support from at least 150 registered Liberals in the riding. All MPs are required to complete these prerequisites by October of this year. It's expected that if not all, an overwhelming majority of the 184 Liberal MPs would be acclaimed.

On Twitter, MPs, staffers, and volunteers have been using the hash tag #GoKnockDoors to tweet their comments and pictures. Prime Minister Justin Trudeau (Papineau, Que.) also has recorded a video message encouraging MPs to get out there. His chief of staff, Katie Telford, and Zita Astravas, chief of staff to Defence Minister Harjit Sajjan (Vancouver South, B.C.), have also posted comments and messages encouraging Grit MPs to go door knocking.

Rookie Liberal MP Jati Sidhu (Mission-Matsqui-Fraser-Canyon, B.C.), who won his rural riding by a margin of 2.3 per cent in the last election, said he would start door knocking in the summer months. But said he was already making phone calls, attending town halls, and meeting constituents. Mr. Sidhu said he was confident he would meet the party's conditions. Before the 2015 election, he knocked on 20,000 doors, he said.

Mr. Sidhu said during his exchanges with constituents, the two biggest issues that have come up were the Trans Mountain pipeline and the government's new gun legislation. He said an overwhelming majority of people told him they were in support of building the pipeline because of the economic spinoffs.

"People were just clapping when I told them that we're pushing hard to build the pipeline," said Mr. Sidhu about his recent interaction with constituents at a town hall meeting.

Two-term Liberal MP Yvonne Jones (Labrador, Newfoundland and Labrador), meanwhile, said she's been door knocking in her flar-flung mostly rural, northern riding for months. Her riding stretches from Red Bay in the south and to Labrador City in the west, up to the Ungava Bay and the North Aulatskivik Island in the north. The Labrador Sea surrounds the riding on the east. To reach some of her constituents, Ms. Jones has to either get there by float plane or snowmobile. Recently, she went door knocking, accompanied by 16 volunteers

who all used snowmobiled along with her. Ms. Jones' riding has a population of about 30,000 but covers an area of about 300,000 square kilometers. On April 7, she tweeted that she snowmobiled 50 km to sign up Liberals and to attend a local winter festival.

"It's [snowmobiling] such a part of the culture that I belong to," said Ms. Jones who represents a rural riding and won the last election by a margin of 57.4 per cent. "I have lots of friends who see this as a great way to get out and about, and they were happy to come along and be a part of it."

Liberal MP Bob Nault (Kenora, Ont.), who also represents a rural riding, said in an interview with

mostly because of changing the channel and focusing on governance and crowding out the news cycle, says a leading pollster.

"If the election occurred currently, it would be a likely Liberal majority because their support is above 40 per cent," said pollster Nik Nanos of Nanos Research in an interview with *The Hill Times*.

In 2015, the Liberals won a majority government with 39.5 per cent of the votes. Last week, a Nanos weekly rolling poll revealed that the Liberals had the support of 41.1 per cent of Canadians nationally, followed by the Conservatives with 29.2 per cent, and the NDP with 15.8 per cent support. The poll had a margin of



Liberal MP Yvonne Jones, front right, pictured with volunteers during a recent door knocking event in her riding. They snowmobiled 50 km to reach constituents and to attend a winter festival. Photograph courtesy of Twitter

The Hill Times that he would start door knocking in the summer months for logistical reasons. His riding of Kenora has a population of only about 56,000 but encompasses a land mass of 321,741 square kilometers, which is about one-third of Ontario's landmass and is mostly rural. Mr. Nault said he had not set any targets on how many doors to knock on. So far, he said he'd been talking to his constituents on the phone, holding round tables, and meeting in his riding office and at events. Mr. Nault joked that he was not worried about being challenged as he's a "great politician" working hard on behalf of his constituents.

"Why would someone do that?" said Mr. Nault with a chuckle. "A great politician, a Member of Parliament working so hard."

Liberal numbers trend up the further they get away from India trip says Nanos

Meanwhile, following a significant fall in public opinion after Mr. Trudeau's gaffe-plagued February trip to India, the Liberals have rebounded and are now in a majority territory once again

error of plus or minus 3.1 percentage points, 19 times out of 20.

In Ontario, the Liberals were ahead of the Conservatives by 8.9 per cent, and in Atlantic Canada by 21.2 per cent. In Quebec, the Liberals were outpolling the second place NDP by 36.9 per cent and the Conservatives by 37.8 per cent. In British Columbia, the Liberals were ahead of the second place NDP by 19.2 per cent.

In the three Prairie provinces, the Conservatives led the Liberals by a margin of 25.6 per cent.

In the weeks after Mr. Trudeau's February visit to India, the Liberal Party's polling numbers went down drastically. In the week of March 16, the Liberals had the support of 35.9 per cent of Canadians followed by the Conservatives with 34.8 per cent, and the NDP had the support of 18.5 per cent of Canadians. Mr. Nanos said that during the India trip, Canadians were unsure about the objectives and how that advanced the Canada's interests. But Mr. Trudeau publicly said he was satisfied by the outcome of the week-long visit in which both countries signed \$1-billion worth of bilateral trade agreements which is estimated to create about 6,000 new jobs. Of the \$1-billion

investment, according to media stories, Indian companies will invest \$250-million in Canada, and Canadian companies will invest \$750-million in India.

Mr. Nanos said last week that his research shows the Liberal numbers went down immediately after the visit and ever since, the numbers have been coming back up.

"The Liberal numbers trend down in the weeks following the trip to India and the further away we get from the trip, they start to trend up," said Mr. Nanos.

Mr. Trudeau's India trip received massive negative press coverage in Canada, India, and internationally for being light on official business and some perceived it as a family vacation. Making matters more complicated was the invitation to a B.C. resident Jaspal Atwal, convicted of the attempted murder of an Indian cabinet minister while he was visiting Canada in mid-1980s, who was on the guest list of two Canadian receptions in India with Mr. Trudeau. At one event in Mumbai, Mr. Atwal had his picture taken with Sophie Grégoire Trudeau. Mr. Atwal was also supposed to attend a dinner with Mr. Trudeau at the Canadian High Commission, but the invitation was withdrawn.

Mr. Nanos said following Mr. Trudeau's return home, the Liberals have been able to change the channel by focusing on issues like the Trans Mountain pipeline and NAFTA negotiations, and attending official business in Peru, France and England. He said the bounce back in support is not necessarily an approval of the work that the prime minister is doing on these issues, but that Canadians see he is now focused performing his official duties.

"It just shows that the government is focused on governing and not on these other distractions which were negative for them. I don't think the numbers are a vindication of the Liberal policy, but it is a vindication of the Liberal focus on issues that are important to Canadians."

Liberal MPs told *The Hill Times* last week that they were not surprised by the change in the polling numbers, saying public opinion changes from issue to issue and that they were focusing on their work.

"You can't judge the work we do based on the polls," said Liberal MP Darrell Samson (Sackville-Preston-Chezzetcook, N.S.) in an interview with *The Hill Times*. "We're here elected to deliver for people and that's what we're doing."

Mr. Samson said the next election is only 19 months away and his party's focus is the economy and to create more jobs for Canadians.

"The focus for Canadians is the jobs, is the economy, and promoting job creation, and promoting our country," said Mr. Samson, referring to the government's focus on NAFTA negotiations and the Trans Mountain pipeline. "We're talking about national initiative projects which are very important and Canadians want us to lead and we're leading. It's definitely a positive."

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News Trans Mountain pipeline & MPs

B.C. Liberal MPs tout environmental measures in Trans Mountain pipeline talks with their constituents, but opposition MPs say they'll 'absolutely' lose support in 2019

But NDP MP Kennedy Stewart says he thinks the project will 'collapse' in the coming weeks, highlighting the many National Energy Board approvals still to go.

Continued from page 1

protesting the pipeline, say they expect B.C. Liberal MPs to take a hit in the 2019 federal election if the federal government forces the project through.

"Of course there is some strong opposition, there's no question about that, but there's also I think a growing awareness of our approach," said Liberal MP Pamela Goldsmith-Jones (West Vancouver-Sunshine Coast-Sea to Sky Country, B.C.) of her riding, flagging Alberta's agreement to introduce a price on carbon if the pipeline goes ahead, the \$1.5-billion federal oceans protection plan, and efforts to consult with First Nations communities, among other things.

Along with door knocking, Ms. Goldsmith-Jones said she hosted budget discussions over the recent House break, which she specifically renamed as for "Budget 2018 and the Trans Mountain Expansion Project," but said the pipeline "was not the key issue, except just to have broader discussion."

"I was very open, because, of course, I want to know, you know. We've been getting lots [several hundreds] of emails from all over in opposition, but I'm not sure that that's representative of for instance all British Columbians, it isn't," she said.

Overall, she said she thinks "at least half" of her constituents are in favour of the pipeline.

Ms. Goldsmith-Jones said her riding is "passionate about the environment," about bringing in carbon pricing, and about partnering with Indigenous peoples, and "a lot of that is reflected in the decision with regard to Kinder Morgan," highlighting the new \$64.7-million Indigenous Advisory and Monitoring Committee as a "big step forward."

Last week, she was wrapping up work on a new mail-out to send to constituents, focused on highlighting work undertaken to "advocate for the environment," including the federal government's \$1.5-billion oceans protection plan.

"I think now is the time to be able to tell a pretty comprehen-

sive story of why we are where we are," she said, adding that she was motivated to put together the mail-out "both to address concerns and also to address those who are in favour."

Asked if she was concerned her support for the pipeline would hurt her electorally in 2019, she said the election is still "a ways away," and stressed people make such decisions "for a lot of reasons," and based on a range of issues.

"There's so many trade-offs in this decision that I think, on balance, we will be seen as being moderate and really trying to be as accommodating as possible of as many interests as possible ... the public will decide," said Ms. Goldsmith-Jones. "I hope this doesn't overwhelm everything [next election], but if it does that's the way it is."

The fate of Kinder Morgan's \$7.4-billion Trans Mountain pipeline expansion project, approved by the federal government in 2016, is currently in jeopardy, with the Texas-based company having halted "non-essential activities and related spending," as announced April 8, due to opposition from B.C. and before the courts, and giving until May 31 to decide if it will proceed. On April 19, Kinder Morgan CEO Steve Kean said events of the last 10 days had made it "clear this particular investment may be untenable for a private party to undertake."

Prime Minister Justin Trudeau (Papineau, Que.), Alberta Premier Rachel Notley, and B.C. Premier John Horgan met in Ottawa on April 15. The federal government has since indicated it will introduce legislation to "reassert and reinforce" its jurisdiction in the matter, and is considering federal funding for the project; but Mr. Horgan hasn't budged from his commitment to use whatever means possible to block the project.

On April 18, Angus Reid published new polling numbers on the pipeline, an update from similar inquiries in February. It was an online survey of a "randomized sample" of 2,125 Canadians. From this, 64 per cent of respondents said the B.C. government is wrong to oppose the pipeline expansion, up from 55 per cent in February; while 36 per cent said the B.C. government is right, down from 45 per cent. Overall, 55 per cent of respondents in April said they support the Kinder Morgan project, up from 49 per cent in February, with 26 per cent opposed (down from 33 per cent), and 20 per cent said they were unsure (up from 18 per cent). In B.C. specifically, 54 per cent of respondents indicated support for the project, with 38 per cent opposed, as of April.

The Hill Times reached out to all 18 B.C. Liberal MPs last week, including three cabinet ministers: Public Services Minister Carla

Qualtrough (Delta, B.C.), Defence Minister Harjit Sajjan (Vancouver South, B.C.), and Justice Minister Jody Wilson-Raybould (Vancouver Granville, B.C.).

Ms. Wilson-Raybould's office did not respond to an emailed request by filing deadline last week. Mr. Sajjan's office indicated they were unable to make the request work with the minister's schedule. Ms. Qualtrough's office provided a general statement by email on the project.

"The Trans Mountain Expansion project is in Canada's national interest. Our government knows protecting the environ-

ment and growing the economy go hand in hand and that is at the heart of this decision. I support it wholeheartedly," said Ms. Qualtrough in the statement.

In all, 11 of the 18 B.C. Liberals MPs contacted did not respond to emailed requests and were not otherwise reached by *The Hill Times* last week.

Stopped by *The Hill Times* on his way into the House Chamber last week, Liberal MP Sukh Dhaliwal (Surrey-Newton, B.C.) said over the recent break weeks, what he heard from constituents on the Trans Mountain pipeline was "all positive."

Asked if he's concerned that his support for the project could hurt him in the next election, he said: "This is not about election."

"This is about Canada. This is about bringing communities together, bringing provinces together, and the prime minister has shown a clear and a strong, solid leadership and I stand behind him, and my constituents as well," said Mr. Dhaliwal.

Liberal MP Jati Sidhu (Mission-Matsqui-Fraser Canyon, B.C.) emailed a brief response, stating: "The Trans Mountain expansion project is in the national interest. The decision our government has made is in the national interest and I support that decision."

Liberal MP Gordie Hogg's (South Surrey-White Rock, B.C.) office directed attention to the MP's speech during the emergency debate on the pipeline in the House on April 16.

All three B.C. Liberal MPs who made themselves available for in-

terviews last week said their constituency offices were visited by pipeline protesters carrying water bottles (or jars) while they were tied up in Ottawa for the marathon voting session March 22-23.

Ms. Goldsmith-Jones estimated 60 people showed up at the protest outside her office—all of whom she understands to be her constituents and are now on the mailing list to receive her upcoming letter.

Liberal MP Ken Hardie (Fleetwood-Port Kells, B.C.) said about 30 people touting water bottles showed up to protest outside his riding office, but also said he

tables in the Canada Child Benefit and the economics of that," said Mr. Hardie.

Liberal MP Hedy Fry (Vancouver Centre, B.C.) said she thinks opposition to the pipeline in her riding has "softened" since last summer as a result of environmental protections announced by the federal government—from the oceans protection plan which includes protections for orca whales, to reopening to Kitsilano coast guard base—and questions of late have instead focused on what the recently proposed federal funding agreement with Kinder Morgan could look like.

"There are a lot of things that people seem to think have helped with the environmental concerns that they had, so ... fewer people are bringing that up now," she said, adding while she hasn't done polling, she estimates her constituents are split 50-50 on the issue.

Asked whether she's concerned about being impacted electorally, Ms. Fry said it's "not something I make as my primary consideration."

However, Ms. May said she thinks B.C. Liberal MPs will "absolutely" be hurt by their support for the Trans Mountain pipeline in the next election.

Mr. Stewart said he's anticipating the project to "collapse very shortly," and if so it may not hurt the Liberals come the next election more than a year away, but if the Liberals "force" the pipeline through in B.C. and the issue drags on "then it's going to be a big problem for the Liberals."

"The company still has yet to have a third of their [detailed] route approved and they just filed a letter [April 17] asking the National Energy Board to delay the hearings," which would likely delay start of full construction to 2019, said Mr. Stewart, highlighting as well that Kinder Morgan has only met around half of the 157 conditions imposed by the NEB so far.

"They're going to pull out I would say within weeks," he said.

Ms. May and Mr. Kennedy—both outspoken pipeline opponents who were arrested March 23 at protests on Burnaby Mountain over the project and now face possible criminal contempt charges—both said they've become targets for angry, pro-pipeline Canadians, with their riding staff receiving "a lot of abusive phone calls from people in Alberta," as Ms. May described it.

"[The calls were] so bad actually that one of my staffers decided he'd had it and he went out and got an electric car so he wouldn't ever have to buy oil again," she said.

At the same time, Ms. May said she's been "overwhelmed" by supportive calls and comments—from security guards at the B.C. legislature, to constituents at grocery stores and in church, to attendees at local Vaisakhi events, and more. She pegged opposition to the pipeline in her riding at roughly 80 per cent.

"It is a very strong degree of opposition in B.C. based on the fact that we're [better] informed," on the real economic and environmental impacts of the project, said Ms. May.

Mr. Kennedy said based on an early 2012 telephone poll he did of residents in his riding, at that "early stage" roughly 75 per cent were opposed to the pipeline.

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Alberta Premier Rachel Notley and B.C. Premier John Horgan. *The Hill Times* photographs by Andrew Meade

'Crystal clear' feds have jurisdiction on \$7.4-billion Trans Mountain pipeline: here's how they could 'reinforce' it

Most Canadians back national interests over provincial, but the Liberals stand to lose key votes in Quebec and British Columbia anyway, says Nik Nanos.

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right could sweep aside any British Columbia laws or regulations obstructing the pipeline.

"The B.C. government campaigned on a promise they can't keep, they don't have the legal authority to block the pipeline," said Bruce Ryder, a professor who researches constitutional law at York University's Osgoode law school.

However, the government will be walking a fine line as it draws up the bill, weighing the reaction from a public that one poll shows is in favour of federal action, provinces that have already fired warning shots at Mr. Trudeau, and the political value of getting shovels in the ground before the next election.

Mr. Trudeau told reporters last week he would bring forward legislation to "reassert and reinforce" the federal government's right to approve the expansion of Kinder Morgan's pipeline from Alberta to the B.C. coast. He spoke after meeting on Parliament Hill for more than two hours with B.C. Premier John Horgan, who has vowed to block the pipeline, and Alberta Premier Rachel Notley, who wants it built.

Kinder Morgan said in a pair of press releases earlier this month that it would not commit any more money to the pipeline until the squabble between governments had been laid to rest. CEO Steve Kean told reporters last week that the project may be "untenable," something "confirmed" by the continued squabble between the provincial and federal governments in recent days, *The Globe and Mail* reported.

Unnamed government officials told the CBC last week that the government believes other companies may be willing to build the pipeline if Kinder Morgan is not.

Canada's Constitution puts any transportation projects that cross provincial boundaries under federal jurisdiction, and it is "crystal clear" that applies to the Trans Mountain pipeline, said Prof. Ryder.

Independent Senator Marc Gold (Stadacona, Que.), also a constitutional lawyer, said there is "no doubt" the federal government has the right to oversee the pipeline from a legal perspective.

What could be in the bill

The government's legislation could include little more than a



'It will be built': Prime Minister Justin Trudeau tied his government firmly to the success of the \$7.4-billion Trans Mountain pipeline during a press conference last week. *The Hill Times* photograph by Andrew Meade

symbolic statement reiterating its jurisdiction over the pipeline, they said, given how clear it is in law.

Mr. Trudeau could also take a much more aggressive approach, however, if he were willing to risk a backlash from provincial governments sensitive to federal overreach.

Under constitutional law, any federal laws or regulations related to Trans Mountain will override any provincial or municipal rules that conflict with them. The government could draw up a bill that lays out in detail all of the rules that should apply to the pipeline's construction, and make clear that those are the only rules in play, making existing provincial rules and the B.C. government's proposed ban on expanded bitumen shipments inapplicable to Trans Mountain.

"That's the most aggressive option," said Prof. Ryder.

"Obviously it's a delicate matter to do that, because as we've seen, it will not only anger B.C. and the government they elected, and also municipalities in B.C. and Indigenous nations in B.C., it will also...upset other provinces, that don't want their valid local concerns cast aside just because it is a federally regulated project," he said.

Sen. Gold said it was unlikely the government would go that far in writing the bill.

Quebec's minister responsible for Canadian relations, Jean-Marc Fournier, said Mr. Trudeau's promise to get the pipeline built, and his statement that it was under federal jurisdiction, was "detrimental to a proper resolution of this issue and raise concerns for the future," in an open letter published by the CBC April 14.

"A federally-imposed solution cannot resolve this matter," he said in the letter.

The government could find a middle ground by drawing up a bill that is less prescriptive, and

leaves more room for provincial and municipal rules that don't block the pipeline's construction to apply, said Prof. Ryder.

The bill could be written to say that the intent of federal law is to ensure that federal authorities alone determine whether the pipeline can go ahead, where it is located, what the essential conditions of its operations are, and how much oil flows through the pipeline, he said, but leave room for provincial and municipal rules that don't interfere with those terms.

However, there is a good chance that the government's bill could be challenged in court by a province, a municipal government, or someone else, especially if it aggressively limits provincial and municipal rules that could apply to the pipeline, said Prof. Ryder.

The B.C. government is planning to ask the B.C. Court of Appeal to rule on whether it had jurisdiction to regulate the Trans Mountain pipeline. The city of Burnaby, B.C. is also planning to ask the Supreme Court of Canada to rule on a decision by the Federal Court of Appeal not to overturn the National Energy Board's decision that Kinder Morgan could ignore local bylaws during its construction of the pipeline.

The legal challenges could cause a headache for the federal Liberals, who have tied themselves politically to the success of the Trans Mountain pipeline, and face an election next year. The court cases could take months to play out, at least. Kinder Morgan could proceed with construction of the pipeline while the challenges are in the courts, said Prof. Ryder, but would do so under the risk, however small, that opponents of the pipeline including B.C. could win in court.

Natural Resource Minister Jim Carr (Winnipeg South Centre, Man.) told *The Canadian Press* that the government was exploring "possible financial arrange-

ments that would help de-risk the project."

Mr. Carr, who is expected to be the lead minister on the file, also told *The Globe and Mail* last Thursday that the bill will enhance the federal government's power to push through the Trans Mountain pipeline.

"We think that federal jurisdiction is clear: we're looking at legislation to see how we can enhance that," said Mr. Carr.

Eleanore Catenaro, a spokesperson for the PMO, said she could not comment on when the government's legislation would be tabled,

when the government hoped to have the legislation passed into law, or which ministers or departments would be involved with drafting the bill.

Mr. Trudeau told reporters last week that the government was "absolutely focused on making sure we make this construction season."

Lose-lose for Liberals

As the federal Liberals weigh how hard to step on the toes of their provincial peers, a poll from Nanos Research and the University of Ottawa shows that a majority of Canadians support the federal government overriding the provinces on projects in the national interest.

Sixty-one per cent of those polled said the national interest was more important than provincial interests when it comes to moving an energy project ahead, while 28 per cent said local interests were more important, and 11 per cent were unsure.

"It works for the Liberals in terms of saying that a project is in the national interest and they are going to make sure it moves forward," Nanos Research Chair Nik Nanos said in an interview.

However, the issue is likely a political loser for the Liberals anyway, he said. Overriding the wishes of the B.C. government risks alienating voters in B.C. and those in Quebec who are especially sensitive to federal overreach, and those two provinces will be key for the Liberals in the next election.

"The Liberals are going to be squeezed with a one-two punch in the provinces that are most environmentally sensitive, and also happen to be the provinces that are critically important for the Liberals to do well in the next election," he said.

The move will likely be more popular in Alberta and Saskatch-

ewan, but the Liberals will likely lose seats in those provinces in the next election, he said.

"When the Liberals make gains in those provinces, they are exceptional circumstances, federally," he said.

"Ralph Goodale is the exception, because his brand is actually bigger than his party's brand in his province, so I would be very surprised to see his riding in play," he said. Mr. Goodale (Regina-Wascana), the government's public safety minister, is the sole Liberal in Saskatchewan, and has held his seat since 1993.

The federal Liberals currently hold three seats in Alberta. The party won four seats in the 2015 election, but MP Darshan Kang (Calgary Skyview) left the caucus last year after allegations of sexual harassment were made against him, and later substantiated in part by an investigation ordered by the House of Commons. The Liberals did not have any seats in Alberta in the last Parliament.

"In the short term, there's no political win. I don't think there's a political win until the jobs benefit, or the economic development benefit spins off out of the pipeline. Which means that Liberals are realistically going to have to take a political hit between now and the next federal election," said Mr. Nanos.

He said any oil spill before the next election, even if unrelated to the Trans Mountain pipeline, would also be a "political killer" for the Liberals because of their ties to the project.

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Senator backs bill to push through pipeline

Independent Senator Doug Black (Alberta) has introduced his own bill in the Senate that he believes would accomplish what Mr. Trudeau has in mind for asserting federal authority over the Trans Mountain pipeline.

Sen. Black's bill, S-245—currently at second reading in the Senate—makes a formal declaration that the Trans Mountain pipeline is in Canada's national interest. Sen. Black said doing so in law would grant the federal government all legislative authority necessary to complete the pipeline, under a specific section of the Constitution Act 1867, 92.10 c.

Sen. Black said in an interview he believes he has the support needed in the Senate to pass the bill, which would move it on to the House, though it would be rendered unnecessary if Mr. Trudeau's government invoked the same clause in its own forthcoming legislation. The Senate Conservative caucus has already indicated it would support the bill.

However, Bruce Ryder, a professor who researches constitutional law at York University's Osgoode law school, said the clause invoked in Sen. Black's bill wouldn't apply in this case, as it is limited to projects "wholly situate within" one province, and the Trans Mountain pipeline crosses between B.C. and Alberta.

Mr. Ryder said Sen. Black's bill was "a pointless distraction" to the Trans Mountain debate. In an emailed response, Sen. Black—a lawyer who specialized in energy law before joining the Senate in 2013—said he disagreed with Prof. Ryder's interpretation of the law.



HILL CLIMBERS

by Laura Ryckewaert

Rachel Doran exits PMO for top job with Indigenous Services Minister Philpott

New advance aide joins Prime Minister Justin Trudeau's Office.

Indigenous Services Minister **Jane Philpott** has a new chief of staff lined up to run her office, with **Rachel Doran** coming in from the Prime Minister's Office on April 16 to begin transitioning into her new job.

Until recently, Ms. Doran had been a policy adviser in Prime Minister **Justin Trudeau's** office since February 2017, working on the Indigenous and northern affairs, sport, persons with disabilities, status of women, and justice files.



Rachel Doran will be taking over as chief of staff to the Indigenous Services Minister. Photograph courtesy of LinkedIn

Before coming to work for the federal government in Ottawa, she was a counsel in the aboriginal law section of the Ontario ministry of natural resources' legal services branch.

Ms. Doran has a background in law—particularly in aboriginal law—having studied it at McGill University, and is a member of the Quebec Bar and the Law Society of Upper Canada, as indicated on her LinkedIn profile.

She's a former civil litigator for the Ontario regional office of the federal department of justice, a former articling student with Justice Canada, and a former articling student with Dionne Schulze S.E.N.C., an aboriginal law firm in Montreal.

Ms. Doran, who's bilingual, is also a former law student with Ontario's Ministry of Aboriginal Affairs, a former student law clerk with the Nunavut Court of Justice, and a former legal researcher with Montreal-based law firm Tremblay, Kidd & Associates, amongst other past experience. Along with a law degree, she has a bachelor of arts in international development studies from McGill.

In Ms. Philpott's office, she's set to take over from **John Brodhead**, who announced in a Facebook post April 11 his plan to exit the minister's office, and the Hill, at the end of the month. He'll be moving back to Toronto to do policy and strategy work for Sidewalk Labs, an Alphabet Inc. company, as previously reported by **Hill Climbers**.

While Ms. Doran has now departed, the PMO policy team still includes policy advisers **Patrick Travers**, **Tyler Meredith**, **Christina Rettig**, **Maxime Dea**, and **Sarah Goodman**; special assistants **Laurence Harvey**, **Sarah Hussaini**, **Amitpal Singh Basati**, and **Kathleen Davis**. **Michael McNair** is in charge of the team as executive director of cabinet and legislative affairs, aided by deputy director **Sabina Saini**.

Over in Ms. Philpott's office, Ms. Doran joins **Brian Kaufmann**, director of parliamentary affairs; **Microl Zarb**, director of communications; **Andrew MacKendrick**, director of issues management and media relations; **Rachel Rappaport**, press secretary; senior policy advisers **Maya Borgenicht**, **Jessica Hayden**, and **Kyle McKenzie**; **Sherry Anne Smith**, senior special assistant for Western regional affairs; **Steven Caron**, special assistant for communications and Quebec regional affairs; **Ana Fularczuk**, special assistant for Ontario regional affairs; **Kathy Kettler**, special adviser; **Jeffrey Copenace**, special adviser; **Bismah Haq**, legislative assistant; and **Cindy Dawson**, executive assistant, scheduling.

Meanwhile, federal Transport Minister **Marc Garneau** has a new political aide in

his ministerial office, with the recent addition of assistant **Alexandra Scott-Larouche**.

Ms. Scott-Larouche joins Mr. Garneau's staff team from the table research branch of the House of Commons' procedural services, where she'd been working under the title of senior administrative assistant.

Jean-Philippe Arseneau is chief of staff to the transport minister. Also currently working in the office are political aides; **Gurveen Chadha**, director of policy; **Marc Roy**, director of communications; **Melany Gauvin**, senior communications adviser; **Delphine Denis**, press secretary; **Adel Boulazreg**, policy adviser; **Shane McCloskey**, policy adviser; and special assistants **Heather Chiasson**, **William Harvey Blouin**, and **Sébastien Beaupré-Huot**.

It cost a total of \$1.3-million to run the transport minister's office in 2016-17, as reported in the most recent Public Accounts. Of that, \$1,191,956 was for personnel costs.

Prime Minister Justin Trudeau bulks up his advance team by one

Prime Minister **Justin Trudeau** recently bulked up his advance team—which helps scope out and plan the PM's trips and events—by one, having hired **Laurie Bouchard** as a new advance.



Laurie Bouchard has joined the Prime Minister's Office. Photograph courtesy of LinkedIn

Before joining the Prime Minister's Office (PMO), Ms. Bouchard was a government relations consultant with TACT Intelligence-conseil, a Quebec-based communications and government relations firm.

A former Quebec Liberal staffer, she's done communications work for the province's minister of energy and natural resources, and is a member of the Quebec Bar. Prior to joining TACT, Ms. Bouchard was a lawyer with Dussault Gervais Thivierge, a Quebec-based law firm specializing in civil litigation.

"Her time in the legal field has strengthened her very keen sense of rigour, efficiency, and resourcefulness," reads Ms. Bouchard's bio on TACT's website.

"Her legal background has also allowed her to perfect her analysis of complex files with a highly Cartesian approach in order to develop successful solutions to fulfill the mandate and address the needs of the client," it continues.

Ms. Bouchard studied law at the Université Laval, and has been involved with the Youth Commissioner of the Liberal Party of Quebec, among other things.

Now in the PMO, she joins the advance team overseen by **Susan Menchini**, deputy director of tour and scheduling, under the

communications and planning section of the office, which is run by executive director **Kate Purchase**.

Terry Guillon and **Vanessa Hage-Moussa** are media advances, while **Adam Grech**, **Alexandra Bernier**, **Kate VanGerven**, **Daniel Langer**, and **Julie Tatone** are all advances.

In other news, communications planner **Jordan Deagle** has been promoted to the title of senior manager of communications planning in the PMO. He's been working in the top office since late 2015, starting off as a lead writer before being made a communications planner in January 2017.

A former Jaimie Anderson Parliamentary intern in Liberal MP **Scott Brison's** office in 2014, he spent about half a year leading up to the 2015 federal election working as a communications assistant in Mr. Trudeau's office as leader of the third party during the last Parliament.

Other political staff in the PMO's communications and planning section are: **Cameron Ahmad**, deputy director of communications; **Dave Sommer**, deputy director of digital and creative; **Noémie Julien**, senior manager of long term planning; **Brittany Perreault**, senior manager of speech writing; **James McMillan**, leader writer; **Gabrielle Cesvet**, speechwriter; **Clare Donohue-Meyer**, writer; and **Johanna Robinson**, social and digital content coordinator.

There's also **Michael Den Tandt**, communications adviser to the prime minister; **Adam Scotti**, photographer; press secretary **Eleanore Catenaro**, **Chantal Gagnon**, and **Amreet Kaur**; special assistants **Hanna Kambo** and **Marie-Pascale Des Rosiers**; and **Véronique Simard**, executive assistant to Ms. Purchase.

Katie Telford is PMO chief of staff, while **Gerald Butts** is principal secretary. The PMO in all currently includes 90 political staffers. It cost roughly \$8.4-million to run the office in 2016-17, according to the Public Accounts. Most of that, \$7,462,686 in all, was to cover personnel costs, with the second highest figure being transportation and communications expenses, at \$792,234.

Speaking of Ms. Cesvet, Mr. Trudeau reportedly presented the PMO speechwriter with a signed copy of the speech she wrote and which he delivered, in French, before the French National Assembly on April 17. It marked the first time ever that a sitting Canadian prime minister had spoken to the French national assembly. In it, Mr. Trudeau spoke about inclusive economic growth, progressive trade, environmental protections, and gender parity.

In a tweet noting the interaction, Global News chief political correspondent **David Akin** reported that shortly after boarding the government's plane in France to head to London, U.K., Mr. Trudeau went to the back of the cabin to present Ms. Cesvet with her signed copy.

"Nice touch," commented Mr. Akin in his tweet.

Responding to it, Ms. Purchase wrote: "Well deserved for brilliant young speechwriter @gcsevet!"

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“Jaspal Atwal wants to appear before the House Public Safety and National Security Committee as part of its study into PM Trudeau’s India trip. Should he be invited?”



CORY HANN
Conservative strategist

“Justin Trudeau has failed, repeatedly, to be honest with Canadians about why a convicted attempted murderer was invited to his official events in India. The prime minister’s own national security adviser even debunked the theory the Liberals were pushing that rogue elements of an ally’s government were responsible for the public relations disaster—that somehow India was to blame for this individual’s presence at Government of Canada events. “After weeks and weeks of pressure from our Conservative Party, Canadians

now have a clearer picture about this embarrassing vacation that severely damaged our reputation abroad—Canada is back, indeed. The only conclusion that can be made now is how severely Justin Trudeau failed to represent Canadians appropriately, and the lengths the people around him were willing to go to try to deflect blame.

“The damage Justin Trudeau has done to our relationship with a key ally in an effort to cover up an embarrassing blunder of his own making should shock Canadians. The lengths PMO and Liberals were willing to go to in an attempt to save face is shameful. Justin Trudeau should apologize to Canadians and the Indian government for his lies about this incident, and come clean on whether he approved the release of false information about his India trip.”



SARAH ANDREWS
NDP strategist

“The prime minister’s trip to India was a disaster from start to finish and the repercussions are still felt weeks after his return, notably sorting through the Jaspal Atwal affair. Many had hoped that national security adviser, Daniel Jean’s appearance at the Public Safety and National Security Committee this week would help shed some light on the issue, but many questions still remain.

“The government has consistently failed to explain the point of the trip and

what they accomplished while they were there (except for producing a political nightmare). And while many questions still remain regarding Jaspal Atwal’s invitation and presence on this trip, we must approach these with caution. The only people who can answer questions (and who have failed to up to now) are the Liberals.

“We should be cautious with the idea of allowing Jaspal Atwal to use the committee to ‘clear his name.’ He has many ways to present his case to the public, including the poorly orchestrated press conference he held in his lawyer’s office a few weeks ago. The Liberal government got themselves into this mess; they should still be the ones to answer for it.”



MATHIEU R. ST-AMAND
Québécois parliamentary group strategist

“Justin Trudeau’s trip to India was a disaster. Daniel Jean’s testimony about Mr. Atwal’s attendance at a reception has only further muddied the waters. By contradicting the prime minister and stating that New Delhi had nothing to do with the conspiracy theories that were banded about, Mr. Jean revealed that Justin Trudeau presented a false reality.

“By involving the New Delhi government in his story, Justin Trudeau lost

his judgment and made a diplomatic fumble. The most interesting person to hear from in committee after Mr. Jean is not Mr. Atwal but the prime minister to explain why he levelled accusations against the Indian government.

“And there are many more questions. Especially about the trip’s usefulness and its cost. A meeting with the Indian Prime Minister wasn’t held until the final days of this long journey. Moreover, India’s ministers did not seem to extend a particularly warm welcome. Justin Trudeau’s trip seemed more like a family trip to relax than a business trip. After the Aga Khan scandal, we would expect the prime minister to be more cautious.”



DEBRA EINDIGUER
Green strategist

“The prime minister’s disappointing photo-op to India deserved the criticism it received, not least for degrading Canada’s standing as a serious player on the international stage. The government’s association with the attempted murderer of an Indian minister has also reinforced long-held suspicions within India that Canada is too cozy with extreme separatist actors in the Sikh community. (To be clear, those ‘extremists’ of the Sikh diaspora number in the very, very few, and we are rightfully proud of the Sikh

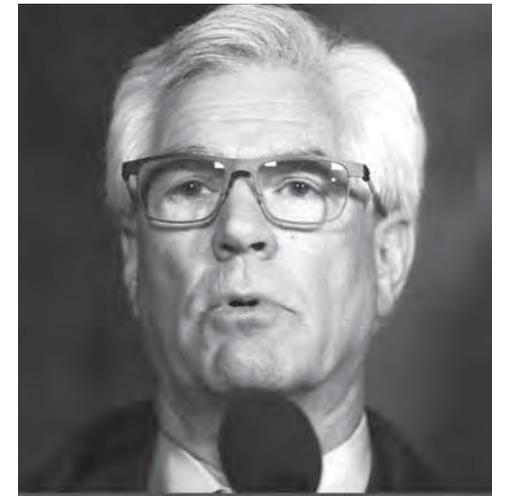
contribution to our thriving multicultural heritage.)

“The initial embarrassment of the Atwal affair has ballooned into a dog and pony show, made worse by Atwal’s insistence on engaging the media long after the issue should have been put to bed. His latest attempt to appear in front of the National Security Committee once again demonstrates the man’s poor judgment, and the inane focus of the official opposition on relatively petty matters.

“In the broader picture, the House should instead be focused on the accelerated melting of the Arctic, climate change and disaster preparation, and the federalist powder keg that is the blackmailed expansion of the Kinder Morgan Trans Mountain pipeline.”

Production of cleaner, more affordable natural gas is growing

Canadians will reflect on how innovation in energy development is truly making the planet better and recognize that by thinking locally and acting globally, we have an opportunity to export a uniquely Canadian brand of responsibly produced energy to the world.



Natural Resources Minister Jim Carr, pictured recently on the Hill. *The Hill Times* photograph by Andrew Meade



Sue Riddell Rose

Opinion

“Think global, act local.” The phrase popularized by the environmental movement in the ‘60s and ‘70s encouraged people to turn concerns about seemingly out-of-reach big issues into manageable lifestyle changes at home.

It worked then and it still works now. To mark Earth Day this year, perhaps Canadians will reflect on how innovation in energy development is truly making the planet better and recognize that by thinking locally and acting globally, we have an opportunity to export a uniquely Canadian brand of responsibly produced energy to the world.

The projected increase of energy demand in China, India, Southeast Asia, and Africa are staggering as these developing countries emerge as more dominant forces in the global economy, their growing middle-classes are boosting energy demand by more than 30 per cent by 2040.

Use of oil and natural gas, renewables, nuclear, hydro—all forms of energy—will be needed to meet that demand, according to the International Energy Agency’s *World Energy Outlook 2017*. The task, however, is not to meet this massive future demand with renewables instead of fossil fuels; the challenge is to find a reliable, affordable and abundant mix of renewables and ever-cleaner fossil fuels to eliminate energy poverty, giving the developing world access to household electricity and clean cooking facilities that are the foundation of first-world prosperity.

In the challenge to find the right mix of future energy sources, natural gas is emerging as a clear leader.

Thanks to innovation, the production of cleaner, more affordable natural gas is growing. We have Canadian-pioneered technologies to thank, in part, for helping the industry greatly reduce its impacts to air, land and water in the last decade. Demand for natural gas is also expected to increase by more than 45 per cent, making it the world’s second largest energy source by 2040.

Natural gas is the key to displacing coal-fired power generation in emerging economies. It burns 40 per cent cleaner than coal when used in electricity generation and reduces air polluting particulate compared to coal and other sources.

With some of the most stringent environmental standards in the world, Canada is positioned to play a significant role in the solution for a cleaner global future.

We rank fifth among the largest producers of natural gas globally, with an estimated 1,230 trillion cubic feet of resource. Yet we currently export natural gas to just one country, the United States.

A liquefied natural gas (LNG) industry in Canada is instrumental to our ability to meet this massive, growing global demand for safe and clean energy. Establishing new LNG processing and shipping facilities on the West Coast, close to the vast natural gas resources in British Columbia (B.C.) and Alberta would allow us to economically export to markets in Southeast Asia, India and China.

In 2014, there were more than 20 LNG projects totalling 29.5 billion cubic feet per day of natural gas exports proposed in B.C., but the collective effect of added costs, regulatory delays and political uncertainty continue to challenge Canada as a competitive place to invest. To date, no major project has been approved.

During this same time period, the United States became a net exporter of natural gas for the first time in 59 years. They commissioned five LNG facilities and went from zero to 8.5 per cent of the global LNG market, with another 8 billion cubic feet per day of export capacity planned by 2020. The startling reality is, if Canada doesn’t supply the natural gas resources the world needs, someone else will.

For Canada to gain a foothold in the global LNG industry, Canadians need to think about how they can make change at the local level. This means supporting energy infrastructure projects and investment and demanding sound policy and efficient regulatory systems. Getting Canada’s natural gas to global markets is a unique opportunity to make positive change on a global scale.

Let’s celebrate Canada’s energy and innovation.

Sue Riddell Rose is president and CEO of Perpetual Energy, an oil and natural gas producer headquartered in Calgary, Alta. The Hill Times

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Feature Events

Parliamentary Calendar



Wynne speaks at Canada Club of Toronto on Monday; new Power & Politics host Vassy Kapelos hosts a meet & greet on Tuesday

MONDAY, APRIL 23

House Sitting—The House is sitting on Monday, April 23, and every weekday until Friday, May 11. It will break from Monday, May 14, until Monday, May 21. It will then resume sitting on Tuesday, May 22, and will sit every weekday until Friday, June 22.

Kathleen Wynne Speaks at Canadian Club of Toronto—In advance of the 2018 provincial election,

Ontario Premier and Liberal leader Kathleen Wynne will address the Canadian Club of Toronto on Monday, April 23. Fairmont Royal York, 100 Front St. W., Toronto. 11:45 a.m.-1:30 p.m. canadianclub.org.

'Tell Them We're Human': What the Rohingya Crisis Tells us about the World and Canada's Foreign Policy Choices—The Canadian International Council's National Capital Region branch presents Bob Rae, Canada's special envoy on the Rohingya crisis in Myanmar. 5 p.m. registration, reception, and cash bar; 6 p.m. presentation, discussion; 7:30 pm dinner (optional). Rideau Room, Sheraton Hotel, 150 Albert St., Ottawa. For a list of ticket prices and to register: https://cicncbapr232018.eventbrite.ca.

TUESDAY, APRIL 24

CCSPA Government Breakfast Reception—The Canadian Consumer Specialty Products Association invites all MPs, Senators, and staff to its annual government breakfast reception. 7:30-9 a.m. Ottawa Marriott (100 Kent St.). Please RSVP to Nancy Hitchins at hitchinsn@ccspa.org.

Free Sustainable Fries—Learn how Canadian farmers are using sustainable fertilizer practices to grow the food we all enjoy by joining Fertilizer Canada and members of the public for free fries made with P.E.I. potatoes and Saskatchewan canola oil at the corner of Queen and Metcalfe on April 24 between 11 a.m. and 2 p.m.

Life and Health Insurance Industry Advocacy Day—CEOs representing Canada's life and health insurance industry will be in Ottawa to meet with Parliamentarians about relevant issues of importance to Canadians, such as ensuring access to affordable prescription drugs. For more information, contact Susan Murray, vice president, government relations and policy, with the CLHIA at smurray@clhia.ca.

Engineers Canada Reception—Engineers Canada invites Members of Parliament, Senators, and their staff to a reception on Parliament Hill featuring a discussion on the public policy issues facing the engineering profession in Canada. 4:30-5:30 p.m. Room 216-N, Speaker's Lounge, Centre Block.

Meet and Greet with new Power & Politics Host Vassy Kapelos—Meet the new host of CBC's flagship political show *Power & Politics* at a reception hosted at the Rossy Pavilion in the National Arts Centre. 1 Elgin St., Ottawa. 7-9 p.m. RSVP to rsvp@cbc.ca by April 16.

Continued on page 35

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Parliamentary Calendar



Parliament Hill's Electric Vehicle Ride & Drive happens on April 25

Continued from page 34

WEDNESDAY, APRIL 25

Parliament Hill Electric Vehicle Ride 'N Drive—MPs, ministers, Senators, and government staff are invited to test-drive electric vehicles on the east lawn of Parliament Hill from 11:30 a.m. to 1:30 p.m. For more, visit emc-mec.ca/ev2018ve/ride-n-drive-2.

Dragon with a Chequebook: Aeon, China, and the Challenges to Canada's Policy on Foreign Investment—This event presented by the Macdonald-Laurier Institute brings together thinkers to offer their views on how the Canadian government should approach the growing presence by Chinese state-owned enterprises. Speakers: Duanjie Chen, MLI Munk Senior Fellow; Ward Elcock, former director of the Canadian Security Intelligence Service; Charles Burton, former Canadian diplomat who served in China. 1-3 p.m. Kildare House, 323 Chapel St., Ottawa. Free.

THURSDAY, APRIL 26

Community Liaison Officers' Group Ottawa—The CLO Group is hosting a 2017/2018 series of information sessions for foreign diplomatic missions' personnel responsible for welcoming new embassy staff members and their families. The group involves networking and sharing information essential for a smooth transition and settlement of new families to Ottawa/the National Capital Region. Monthly meetings feature guest speakers. April's topic is OC Transpo. 2:30 p.m. To join the group or participate in the meeting, please contact andjelka.vidovic@embassyservices.org.

Bacon and Eggheads—This talk on "Cannabis in Canada: Closing in on a New Paradigm for Drug Research and Policy" will feature Mark A. Ware from McGill University. Presented by the Partnership Group for Science and Engineering. Free for Parliamentarians and the media. All others, \$25. Breakfast included. Parliamentary Restaurant, Centre Block. Pre-registration required by April 23. To register, contact Donna Boag at pagse@rsc-src.ca or 613-991-6369. 7:30-8:45 a.m.

Ottawa Premiere of the Film The New Fire—Join Canadian Nuclear Laboratories and Emmy Award-winning director David Schumacher for the Ottawa premiere of his new film *The New Fire*. This event is subtitled *What if the Solution to Climate Change was Hiding in Plain Sight?* Filmed across four continents, the film follows engineers and entrepreneurs developing advanced nuclear technology while working to overcome long-standing societal perceptions about nuclear energy and the role it will play in combating global climate change. 5:30 p.m., Library and Archives Canada 395 Wellington St., Ottawa. Admission is free, but space is limited. Reserve a spot at cnl.ca/TheNewFire/.

SUNDAY, APRIL 29

Annual Parliament Hill Basketball Tournament—The media, Liberal, Conservative, and NDP caucuses each put together a co-ed team to participate in this annual charity tournament benefiting Christie Lake Kids camp. 1:30-5:30 p.m. Adult High School, 300 Rochester St., Ottawa. All skill levels welcome. Interested players should contact Josh Wingrove, jwingrove4@bloomberg.net.

TUESDAY, MAY 1

Policy Breakfast on the Body Count: the Human Cost of Financial Barriers to Prescription Medications—The Canadian Federation of Nurses Unions presents its annual policy breakfast for Parliamentarians, featuring the unveiling of a new report entitled *Body Count*. Noted public health physician, pharmaco-economist, and lead author of *Body Count*, Dr. Ruth Lopert will outline the findings of her research into the mortality and morbidity in Canada resulting from our current inadequate system of prescription drug coverage. This event will



Walk this way: Daniel Jean, the prime minister's national security and intelligence adviser, pictured on Monday, April 16, testified before the House Public Safety and National Security Committee. Mr. Jean found himself in the national spotlight after he briefed some journalists on background on Feb. 22 and Feb. 23 on Jaspal Atwal's invitation to a reception hosted by the Canadian High Commission in New Delhi during Prime Minister Justin Trudeau's trip to India. Mr. Jean said he tried to counter a 'false narrative' about how Mr. Atwal, who had been convicted of attempted murder more than 30 years ago, was invited to the reception. Mr. Atwal, who is no longer considered a security threat, was invited to the event by Liberal MP Randeep Sarai in error, he was not part of the PM's delegation, and the invitation was rescinded. Mr. Jean said he offered the unclassified briefings to protect the integrity of key federal institutions and denied he was used to protect the prime minister or had crossed line as a public servant. *The Hill Times* photograph by Andrew Meade

take place on May 1 at 7:30 a.m. in the Parliamentary Restaurant, Centre Block. Details online.

IFPRI Global Food Policy Report—The International Development Research Centre (IDRC) with CGIAR's International Food Policy Research Institute (IFPRI) and with collaboration of Global Affairs Canada, is hosting the Canadian launch of IFPRI's 2018 Global Food Policy Report. Tuesday, May 1, 9 a.m.-10:30 a.m. Delta Hotels Ottawa City Centre, Frontenac-Richelieu Room, 101 Lyon St., North, Ottawa. Panelists: Jane Rabinowitz, executive director, USC Canada; Sue Szabo, director general, food security and environment, Global Affairs Canada; Sonia Lazio, associate professor of economics and director of the Institute for the Study of International Development, McGill University; Agnes Quisumbing, senior research fellow, poverty, health, and nutrition, International Food Policy Research Institute. For more information, visit idrc.ca

Canadian Cable Systems Alliance Parliamentary Reception—The Canadian Cable Systems Alliance will hold its 4th annual Parliamentary Reception in the Commonwealth Room, room 238-S, Centre Block, 5-7 p.m. Join us for live music and catering by Dish. RSVP to Cynthia Waldmeier at cynthia@impactcanada.com or 613-233-8906.

Motorcycle Safety on the Hill—The Motorcyclists Confederation of Canada invites all Parliamentarians to Motorcycle Safety on the Hill to recognize May as Motorcycle Safety Awareness Month. A reception will take place 5-7 p.m. at the Parliamentary Restaurant, room 602, Centre Block. RSVP to events@ensightcanada.com.

Heritage Minister Celebrates Asian Heritage Month—Heritage Minister Mélanie Joly is hosting a reception to celebrate Asian Heritage Month on Tuesday, May 1, 6 p.m., at the Sir John A. Macdonald Building, 144 Wellington St., Room 100. Invitation only, RSVP before April 26 to pct.rsvp1-rsvp1.pch@canada.ca

WEDNESDAY, MAY 2

L. Ian MacDonald's Book Launch—*Policy Magazine* and McGill-Queen's University Press invite you to the launch of *Inside Politics*, by L. Ian MacDonald. 5:30-7:30 p.m., Métropolitain Brasserie, 700 Sussex Dr. The book is \$39.95, cash or cheque only.

MONDAY, MAY 7

Party Under the Stars—MPs, ministers, military brass, and members of the business community will convene at Ottawa City Hall for the ninth annual edition of this fundraiser for post-combat wellness programs, including service dogs for Canadian soldiers and front-line responders. Ottawa Mayor Jim Watson and councillor Jody Mitic are among those confirmed to speak. Conservative MP and deputy party whip John Brassard will serve as the master of ceremonies, while Juno-award-winning Canadian legend Valdy will perform, and Air Canada will give away a trip for two. \$30. 6-10 p.m. 110 Laurier Ave. W. For tickets, visit eventbrite.ca/e/party-under-the-stars-tickets-43002224812.

TUESDAY, MAY 8

Positioning Canada in a Shifting International Order—The Canadian Global Affairs Institute presents this day-

long conference with sessions on managing America First, the China challenge, and a G7 overview. Speakers include Natural Resources Minister Jim Carr, Global Affairs Canada deputy minister Ian Shugart, former Quebec premier Jean Charest, former Conservative interim leader Rona Ambrose, former Liberal interim leader Bob Rae, G7 sherpa Peter Boehm, and ambassadors from G7 countries including France, Japan, and Britain. 8:30 a.m.-6 p.m. \$50-\$199. Rideau Club, 15th floor, 99 Bank St. Register via <https://www.eventbrite.ca/e/positioning-canada-in-the-shifting-international-order-tickets-44234171598>.

Ethical Standards, Culture, and Leadership—John Tait's 1996 landmark report *A Strong Foundation: Report of the Task Force on Public Service Values and Ethics* underpins today's approaches to public sector ethics. Join Mary Dawson, Ralph Heintzman, Catherine MacQuarrie, Jim Mitchell, and a dozen other current and former public service leaders in asking how strong that foundation has proven to be and how firm it is for the future. The full-day conference *Ethical Standards, Culture, and Leadership: 'Back to the Future'* with the Tait Report will take place at St. Paul's University in Ottawa from 8:45 a.m. to 4:45 p.m. (Doors open at 7:45.) Early-bird registration ends April 17. For further details and to register go to <https://willow.reg-system.com/EPAC2018CON>.

The Parliamentary Calendar is a free events listing. Send in your political, cultural, diplomatic, or governmental event in a paragraph with all the relevant details under the subject line 'Parliamentary Calendar' to news@hilltimes.com by Wednesday at noon before the Monday paper or by Friday at noon for the Wednesday paper. We can't guarantee inclusion of every event, but we will definitely do our best. Events can be updated daily online too.

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