

CSE should be allowed



to go on the offensive. Phil Gurski p. 15

Policy Briefing: Garneau talks transport, innovation pp. 21-29



Why wait another month to report on



Russian election? Gwynne Dyer p. 15

Ontario PCs still favoured to win p. 13 Kinsella

Strong methane rules will bring health, job, environmental benefits p. 19



Revenue minister hires a new press secretary p. 38



THE HILL TIMES

TWENTY-NINTH YEAR, NO. 1510

CANADA'S POLITICS AND GOVERNMENT NEWSPAPER

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News Pipelines & politics

Trans Mountain pipeline support will cost Liberals in 2019, but how much remains to be seen: pollsters

BY LAURA RYCKEWAERT

The federal Liberal government will pay a political price over its support for the \$7.4-billion Kinder Morgan Trans Mountain pipeline expansion among First Nations and B.C. voters in the next election, say pollsters, but how high a cost remains to be seen.

Continued on page 34

News Legislation

Liberals head into firearms summit with promised gun law changes yet to be introduced

BY PETER MAZEREEUW

The Liberal government is heading into a planned summit on gun crime and safety next month, but still hasn't introduced some of its promised reforms to firearms laws, more than halfway through its mandate.

Continued on page 35

News Ontario PC leadership race

Brown team changing gears from crisis management to formal leadership campaign mode with lightning pace

Pollster Greg Lyle says it's not possible to predict if Patrick Brown has a realistic shot at winning the Ontario PC leadership because it's unknown how the party membership at large feels about the cloud of controversies over Mr. Brown's head. Caroline Mulroney, meanwhile, said the party is in 'crisis.'



It's on: The Ontario Progressive Conservatives will choose their new leader on March 10. Five candidates are vying for the party's top job, including Patrick Brown, Tanya Granic Allen, Christine Elliott, Doug Ford, and Caroline Mulroney. *The Hill Times* photographs by Andrew Meade, file photo and campaign handout

BY JOLSON LIM & ABBAS RANA

Controversially green-lit to run in the Ontario Progressive Conservative leadership campaign after stunningly entering the race at the eleventh hour on

Feb. 16, three weeks after quitting the job, Patrick Brown and his team of consultants are now moving from managing a crisis to organizing a formal leadership campaign, says his public spokesperson Alise Mills.

Ms. Mills, who joined the team assembled to help revive Mr. Brown's political career in early February, told *The Hill Times* in an interview Feb. 22 that they

Continued on page 30

News Ontario election

Unlikeable PC leader could be a 'pathway to victory' for the Ontario NDP: Bricker

BY PETER MAZEREEUW

Forget about Kathleen Wynne's Liberals. It's the Ontario NDP that stands to gain if the public doesn't support the winner of the leadership brawl for the front-running Progressive Conservative party in Canada's biggest province, says pollster Darrell Bricker.

Continued on page 33

Opinion Punjabi politics & Canada

In perilous world of Punjabi politics in Canada, the way to the finish line is riddled with potential landmines

BY SHEILA COPPS

OTTAWA—Most Canadians don't know a kirpan from Khalistan.

But in the world of Canadian realpolitik, Sikh organizers can mean the difference between winning

Continued on page 16



HEARD ON THE HILL

by Shruti Shekar

Métropolitain's the place to be Tuesday night after federal budget



Shortly after Finance Minister Bill Morneau tables the 2018 budget there will be multiple after-parties, so make sure you head on over to relax and unwind. *The Hill Times* photograph by Andrew Meade

Tuesday is the federal budget day which is the most important day on the Hill, but it also means there will be after-parties lined up in downtown Ottawa.

Like last year, HOH has learned there will be a big shindig hosted at one of Ottawa's favourite watering holes, the Métropolitain Brasserie, and is being sponsored by the Earncliffe Strategy Group.

The party is pretty well open to anyone who has worked for months putting the budget together, reporting on the budget, or following it as a stakeholder.

Last year Robert Asselin, then the director of policy for Finance Minister Bill Morneau, and Brian Clow, director of Canada-U.S. relations at the Prime Minister's Office, made appearances. Edmonton Mayor Don Iveson and Liberal MPs Julie Dzerowicz, Kyle Peterson, James Maloney, and Don Rusnak were also among the crowd.

The Finance Department also hosted a private party last year at the Riviera on Sparks Street.

HOH was chatting with a few Hillites and learned that the party was only for Finance and PMO staffers in the beginning, and even MPs weren't allowed into it, which caused a bit of a stir.

HOH heard that making the party private and closing it off to specific people was a bad judgment call by Finance Minister Bill Morneau.

The party was opened up to MPs later in the evening, and Environment Minister Catherine McKenna, and then-Health minister Jane Philpott were spotted in attendance.

Former Conservative staffer joins Environics

Environics Communications has hired on Joshua Zanin as a new account director.

Mr. Zanin was most recently a freelance consultant and before that was a senior consultant at Navigator.



Former Conservative staffer Josh Zanin joined Environics as a new account director. Photograph courtesy of Environics

But his expertise in the federal government comes from working as a Conservative ministerial staffer.

He worked as the press secretary for then-defence minister Peter MacKay from 2010-2012, as communications director for then-minister of state for foreign affairs Diane Ablonczy in 2012-2013, as communications director for then-veterans affairs minister Julian Fantino in 2013-2014.

Greg MacEachern, senior vice-president of government relations at Environics, said Mr. Zanin will be providing senior counsel, media relations advice, and strategic guidance for the company's corporate and finance public relations team, led by senior vice-president Melody Gaukel.

Stephen Harper new chair of International Democrat Union

Former prime minister Stephen Harper was elected on Feb. 21 as the new chair of the International Democrat Union, an association that represents more than 80 conservative parties internationally.



Former prime minister Stephen Harper was elected on Feb. 21 as the new chairman of the International Democrat Union. *The Hill Times* photograph by Andrew Meade

He succeeded Sir John Key, the former prime minister of New Zealand, who was the chair for the past four years.

Shortly after leaving politics, Mr. Harper joined law firm Dentons and he is currently the CEO of Harper & Associates.

Marieke Walsh leaves Global, joins iPolitics



Marieke Walsh will be moving to Toronto. She will be leaving Global News Halifax and joining iPolitics to cover Ontario politics. Photograph courtesy of Twitter

Marieke Walsh, a political reporter at Halifax's Global News, decided it was time to leave the East Coast and move to Toronto.

"I am thrilled to announce that I am moving to Toronto to cover the e#onpoli election for @ipoliticsca. This is a dream come true and only possible because of the amazing opportunities I've had at @globalnews. I am forever grateful to the team and my #nspoli press gallery crew," Ms. Walsh tweeted on Feb. 20.

Ms. Walsh has been with Global News since 2012 as a producer for *The West Block* based in Ottawa, and later as a broadcaster since 2014 in Halifax.

Prior to Global, she was a reporter at CBC News as the associate producer for *Power & Politics* from 2011 to 2012.

Book alert: three books worth a look



Ian Brodie, former chief of staff to former prime minister Stephen Harper, has penned a book to be released later this year in May.

At the Centre of Government: The Prime Minister and the Limits on Political Power argues against the perception that Canada's prime minister has taken on "the role of an autocrat, with unchecked control over the levers of political power."

Mr. Brodie draws examples from his

time working in the government to illustrate there are checks on the prime minister's control over his or her party, caucus, cabinet, Parliament, the public service, and the policy agenda.

Mr. Brodie is also a former executive director of the Conservative Party.

McGill-Queen's University Press published the 200-page book.

Another new book that demystifies the debate on health-care in Canada was published this month.

In *Treating Health Care:*

How the Canadian System Works and How It Could Work Better, author and health policy scholar Raisa Deber offers readers an understanding of what's happening to Canada's health-care system and clarifies "which proposed changes are likely to improve it—and which are not."

The book discusses the organization of health-care systems, and the funding that goes towards it, and compares it to how other countries manage their health-care systems. The book also delves into the roles of stakeholders and discusses issues such as access to health care, wait times, and payment models.

University of Toronto Press published the book and it runs 224 pages.

Next to watch out for is a book on public safety and security of the Muslim culture in Canada, set for release in June.

In *Protecting Multiculturalism: Muslims, Security, and Integration in Canada*, author John McCoy interviews religious leaders and policy officials and includes statistical data, which points "out the

successes, pitfalls, and sometimes counter-vailing effects of government measures on Muslims in Canada."

Mr. McCoy digs deeper into social integration and national security, which are two topics "at the heart of the crisis of multiculturalism."

McGill-Queen's University Press published the book, which clocks in at 296 pages.

Continued on page 12

THE HILL TIMES: Clarification Re: "Close to 500 politicos schmooze, feast, and celebrate Canadian Agriculture Day," (*The Hill Times*, Party Central, Feb. 19, p. 22). The story listed Farm Credit Canada and Financement agricole Canada as separate organizations. They are the same organization.

INNOVATION AND PHYSICIANS:

It's about improving care for all Canadians

We're physicians.

We have spent more than a decade learning and developing the necessary skills to practise medicine in this country. Whatever our individual reasons for choosing this profession, we all share the same goals: we want to care for patients, hopefully save lives, and be part of finding innovative ways to improve care for Canadians.

Because our focus is always on our patients, we're continuously looking for the best care options and researching new ways to approach problems. Don't try and come between a physician and a potential solution — problem-solving is a part of our DNA. We're trained to listen carefully to patients for the information we need, use scientific evidence, and share our findings with our colleagues: all toward improving the health and well-being of Canadians.

Indeed, the essence of our work is to search for better outcomes for those in our care. We believe in and are driven by innovation, seeking to make health care not only better, but more efficient. Whether it's by developing a world-leading pressure sensitive insole technology for people with diabetes, offering the promise of virtual ultrasounds or creating a community of practitioners focused on prevention, we're driving innovation every day. Now just imagine the impact we could have if we scaled all of these new ideas up to a national level.

We're physicians. And we're innovators.

In Canada, we're driving improvements in health technologies, medications, medical devices, patient care protocols, telemedicine and e-health services, digital and administrative systems, and a vast array of medical procedures. Innovation is at the core of who we are. That's why we need governments – at all levels – to foster the right environment for physicians to do what they do best: improve patient care through innovation.

With the release of the 2018 federal budget, the innovation agenda is rightly taking centre-stage in Canada, and we ask that innovation in medical care receive special consideration.

Canada's success – both economic and social – depends on unleashing the power of innovation that lies within all of us. Let's work together to make sure that innovation in health care is part of that success. Our number one goal is to care for patients in the best way possible, so let's take hold of the innovation agenda, and turn our dream into reality.

Dr. Yanick Beaulieu,
Cardiologist-Intensivist
and founder of Innovative
Imaging Technologies

Dr. Breanne Everett,
Medical resident and founder
of Orpyx Medical Technologies

Dr. Maryam Zeineddin,
Family doctor and founder
of Zili Health



News Lobbying

Agriculture lobbyists pushing hard on NAFTA, CPTPP deals

The Dairy Farmers of Canada filed six of the 19 communication reports with Agriculture Minister Lawrence MacAulay. Its provincial counterpart, the Dairy Farmers of Prince Edward Island, filed one, and their processing partner the Dairy Processors Association of Canada filed one report.

BY SHRUTI SHEKAR

Canada's federal Agriculture Minister Lawrence MacAulay (Cardigan, P.E.I.) was the most lobbied cabinet minister last month with 19 groups filing communication reports with him, while International Trade was the most lobbied department in the government with 268 communications, according to the January statistics from the federal lobbying registry.

Insiders said they were not surprised to see an uptick of agriculture groups lobbying the federal government on international trade issues last month, as the Trudeau government is working on a number of files that will "quite literally set the table for Canadians" in terms agriculture and food production, as one consultant lobbyist put it.

Innovation Minister Navdeep Bains (Mississauga-Malton, Ont.) was the second most lobbied cabinet minister last month with 18 communication reports, and International Trade Minister François-Philippe Champagne (Saint-Maurice-Champlain, Que.) was the third most lobbied federal cabinet minister with 16 reports.

Even though the House sat for only three days last month, lobbying was strong with 1,339 communication reports filed, according to a search of federal lobbying statistics from Jan. 1 to Feb. 16.

John Delacourt, a consultant at Ensign Canada, said it wasn't surprising that agriculture had a strong presence in communication reports because of the many trade deals that Canada is currently trying to finalize.

"There's a lot of promise with regard to trade deals. And it's a coordinated strategy that whatever occurs with [the North American Free Trade Agreement] it does

not have an effect to put us in a situation where we are at a disadvantage," said Mr. Delacourt, who worked in several roles in former prime minister Paul Martin's government and most recently was the director of communications for the Liberal Research Bureau from 2016 to 2017, and is currently registered to lobby on behalf of several clients in the agricultural sciences and food and beverage sectors.

While Canada, Mexico, and the U.S. try to revamp the 24-year-old NAFTA deal, there are other trade files that groups are interested in.

The final push to sign off on the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) is set to

system, which severely restricts foreign imports of dairy products in order to keep prices high for Canadian producers. Other countries often press Canada to allow their dairy producers to export more freely into Canada, so they can sell to Canadian consumers. The Dairy Farmers of Canada are lobbying to keep supply management in place.

Jacques Lefebvre, CEO of the Dairy Farmers of Canada, said the dairy sector had already opened its market share up for the Canada-European Union Comprehensive Economic and Trade Agreement (CETA) and the CPTPP and said they were not going to budge on what the

of Canada, said much of their lobbying with both ministers was about securing CPTPP. He said opening Canada specifically to the Japanese market, would grow total sales by at least \$500-million because the industry thrives on exporting products.

"We need to make sure that Canadians are able to take advantage of [CPTPP] sooner rather than later. ... There are 200, maybe, 1,000 jobs, that's just in red meat... who rely on the total agriculture sector. There are a lot of jobs at stake here and I think that there is a lot of push for good trade deals like CPTPP," he said.

But the welcoming attitude

Ashwell Agricultural Consulting Group, said the agriculture industry will always be interested in trade negotiations because of the possibility of increasing market access.

He also noted that during any trade negotiation, there's a "split in the culture" where exporting agriculture groups will want to open markets to profit, while the closed supply management industry will have a prominent presence to ensure nothing bad happens to their sector.

Mr. Clarke, who has been hired to lobby on behalf of the Canadian Pork Council and the Canadian Renderers Association occasionally, said one other area of interest that agriculture groups are focused on is the federal government's Eating Healthy Strategy, which Health Minister Ginette Petitpas Taylor (Moncton-Riverview-Dieppe, N.B.) announced parts of on Feb. 9 after more than a year of consultations. The plan would require nutrition symbols on foods that are high in saturated fat, sugars, or sodium.

The Dairy Farmers of Canada took some time the past month to lobby on this strategy and Ms. Beaulieu said that Health Canada should not define how healthy a product is based on the strategy and the levels of sodium, sugar, or saturated fat are contained in the product.

"This approach is unbalanced, and risks confusing consumers by unfairly demonizing nutrient-rich milk products," she said. "Health Canada must take the necessary time to consider all available evidence in the development of the Healthy Eating Strategy."

Mr. Delacourt said the Healthy Eating Strategy will be closely monitored by all groups in the coming months, and added that it was clear this government was taking a strong look at the agriculture mandate in order to "set the table" in terms of agriculture and food production.

Mr. Delacourt said he wasn't surprised that agriculture groups were at the forefront of lobbying two ministers who have taken a closer look at expanding trade deals.

He said the second report released by Mr. Trudeau's Advisory Council on Economic Growth didn't "get a lot of play," when it was released in early 2017, but it was "the closest thing to a mission statement" that the government had in terms of export potential for the agriculture sector.

"That intersection between international trade and agriculture is both inevitable and makes a lot of sense with regard to the government's commitments and the government's stated objectives for the sector," he said.

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Top 10 Ministers Lobbied in January Statistics:

Minister	Communications
Agriculture Minister Lawrence MacAulay	19
Innovation Minister Navdeep Bains	18
International Trade Minister François-Philippe Champagne	16
Treasury Board President Scott Brison	11
Environment Minister Catherine McKenna	9
Infrastructure Minister Amarjeet Sohi	8
Finance Minister Bill Morneau	6
Public Service Minister Carla Qualtrough	5
Transportation Minister Marc Garneau	5
Health Minister Ginette Petitpas Taylor	4

Source: Lobbyists Registry



Top lobbied: Agriculture Minister Lawrence MacAulay was the No. 1 most lobbied cabinet minister in the past month, followed by Innovation Minister Navdeep Bains, International Trade Minister François-Philippe Champagne, and Treasury Board president Scott Brison. 'That intersection between international trade and agriculture is both inevitable and makes a lot of sense with regard to the government's commitments and the government's stated objectives for the sector,' said Ensign's John Delacourt. *The Hill Times photographs by Andrew Meade*

occur in March; Prime Minister Justin Trudeau's (Papineau, Que.) trip to India revealed continued trade talks with India to relieve high tariffs placed on pulses, Canada's most-exported product to India; and the success of the provisional implementation of the Comprehensive Economic Trade Agreement with Europe.

The Dairy Farmers of Canada filed six of the 19 communication reports for Mr. MacAulay. Its provincial counterpart, the Dairy Farmers of Prince Edward Island, filed one, and the Dairy Processors Association of Canada filed one report.

The Dairy Farmers of Canada filed four of the 16 communication reports with Mr. Champagne.

Therese Beaulieu, assistant director of policy communications at the Dairy Farmers of Canada, said the group has been lobbying the government extensively on trade agreements like NAFTA and Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP). She said talks with ministers were predominantly about protecting their industry against losses caused by a trade deal like CPTPP or NAFTA. The dairy industry operates under Canada's supply management

U.S. is expecting with NAFTA. As part of that deal, the U.S. wants to end Canada's supply management system within a decade. The system currently limits imports of milk, cheese, and poultry, and sets minimum prices. Canadian negotiators did not make any counter-offers during the sixth round of negotiations, according to a Jan. 28 CTV report, but Canadian officials have stood firmly behind the system in their public statements.

The CPTPP was the primary focus of agricultural groups that filed some of the 268 filed communication reports on trade, which made it the top subject matter in January.

After the unexpected departure of the U.S. from the deal, the 11 remaining nations have now finalized the trade agreement, which was originally called the Trans-Pacific Partnership.

"Through the CPTPP, Canada will soon have preferential access to half a billion consumers in the world's most dynamic and fast-growing market," a Feb. 20 press release from Global Affairs Canada said.

Marcus Mattinson, communications manager at Meat Council

comes with cautionary advice, said Mr. Mattinson, who said it was important that Canada implemented the CPTPP quickly to avoid losing out to the competition.

"We are continuously reminded of the South Korea trade deal, which we lost the competitive advantage in that market because essentially different jurisdictions had lower tariffs than [Canada] did," he said.

The Meat Council communicated once with Mr. MacAulay and once with Mr. Champagne.

Graham Clarke, a consultant at

Top 10 Subject Matters Lobbied in January Statistics:

Department	Communications
International Trade	268
Industry	198
Economic Development	170
Science and Technology	164
Health	159
Research and Development	151
Environment	149
Finance	114
Agriculture	106
Infrastructure	102

Source: Lobbyists Registry

SAFE SUSTAINABLE AND PROUD



CN is the leading private non-forestry company tree planter in Canada.

Through its various tree planting initiatives, including From the Ground Up, CN has planted 1.6 million trees across North America since 2012.



News Shared Services Canada

Federal departments resume purchasing their own printers, other hardware in wake of changes to mandate of Shared Services Canada

A spokesperson also says Shared Services is 'currently developing a list' of additional items to return to the procurement auspices of individual departments.

BY MARCO VIGLIOTTI

Public Services and Procurement Minister Carla Qualtrough has not received a single request from any federal department or agency to perform select digital operations internally or seek out a provider other than Shared Services Canada since legislation was enacted last spring allowing them to partially opt-out of using the centralizing IT service, *The Hill Times* has learned.

However, federal departments and agencies have resumed purchasing their own printers and other "peripheral equipment" in the wake of the legislation changes, after years of having to delegate digital hardware procurement to SSC.

The 2017 budget implementation bill, passed in June, made significant changes to the mandate of SSC, which was launched by the former Conservative government in 2011 with the responsibility of delivering email, data centre, and network services in a "consolidated and standardized manner," and to offer optional technology-related services to government organizations on a cost-recovery basis.

First, it watered down SSC's authority to consolidate IT systems across the public services by permitting organizations to opt out of using the agency in "exceptional circumstances." It also restored the ability of individual departments to purchase software and digital hardware themselves, instead of conducting all business through the agency.

The bill, though, doesn't allow for blanket exemptions from using SSC, with departments only permitted to opt out of using some services. Parts of departments



Public Services and Procurement Minister Carla Qualtrough must sign off on any request from federal departments to partially opt-out of using Shared Services Canada, though so far, she has yet to field a single request, according to a spokesperson. *The Hill Times* photograph by Andrew Meade

can be granted complete exemptions from all SSC services. However, the decision to grant the authorization is left to the minister responsible for SSC, currently Ms. Qualtrough (Delta, B.C.).

SSC spokesperson Monika Mazur told *The Hill Times* that the minister "has not yet granted or denied any department authorization" for an exemption, but that departments are "currently using" a provision in the bill loosening procurement rules to purchase their own printers and other peripherals.

She also noted that SSC is "currently developing a list" of additional items to return to the procurement auspices of individual departments.

The Hill Times reached out to Ms. Qualtrough for comment for this story but her office said the minister wasn't available for an interview.

The Hill Times reported last July that SSC was only at the "starting point" of defining the exceptional circumstances process, with SSC director general of procurement and vendor relations Pat Breton saying departments like Global Affairs that work in remote and international locations as "obvious areas for consideration" because of stringent restrictions on who can provide SSC services.

Under its mandate, only SSC employees can deliver its services, meaning the agency has to dispatch an SSC employee in every "point of [reference] around the globe," according to Mr. Breton, who described it as "not

efficient" and "not effective." He singled out departments providing services in other countries and working in remote and overseas locations as "consistent themes" where operating from a central location "may not be the most beneficial."

The Hill Times reached out to several departments and agencies that would appear to fit the criteria or have been identified in media reports as encountering chal-

enges with SSC to ask if they have sought an exemption from using its services, though none publicly confirmed they had.

The Royal Canadian Mounted Police acknowledged that it's seeking "service improvements" that will allow it to fulfil its policing mandate and "unique" security requirements.

RCMP spokesperson Sgt. Tania Vaughan said a "one-size-fits-all" IT service delivery model does not meet the "specialized, operational policing requirements" of the agency and its policing partners.

However, she said the RCMP was continuing to work with SSC to "ensure disruptions to police operations are minimized and outages of operational systems are resolved promptly."

Statistics Canada spokesperson Anthony Ertl said the agency would consider using the provision in the budget implementation bill allowing departments to purchase IT equipment directly in exceptional circumstances, "should it be necessary."

However, in the 2017-18 budget year, Statistics Canada made all purchases of IT equipment and materials through SSC, he said.

The Canada Border Services Agency only said that it "continues to work" with SSC to "ensure sustainable and appropriate technology solutions are available."

Global Affairs Canada did not respond to a request for comment prior to deadline.

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The Hill Times

Country's largest provincial Conservative party in uncharted territory in many more ways than one



Chantal Hébert

Inside Politics

There is not a political observer or insider anywhere in Canada whose attention is not riveted on the ongoing Ontario Tory leadership drama and with good reason.

The country's largest provincial Conservative party is in uncharted territory in many more ways than one.

That starts with the minor celebrity status that comes with some of the leadership candidates' last names. Until Caroline Mulroney set out to enter the Ontario Legislature as the province's premier, few considered that role as an entry-level political position.

And then there is Patrick Brown's even more notable attempt at winning back his old job.

Brown is not the first leader to try to go down the road of turning a leadership vote into one of confidence. In the past, it has rarely ended well.

Joe Clark and Stockwell Day, to name just two examples, both put their jobs on the line in a leadership campaign and lost. Neither carried the kind of baggage that is loaded on Brown. More recently in Manitoba, former NDP premier Greg Selinger managed to win back the leadership of his party but then led his troops to a crushing election defeat.

The difference is that, in the above cases, the polls were not encouraging for the outgoing leader. Clark had lost power to Pierre Trudeau after less than a year in office. Day's travails in the polls had dragged the Canadian Alliance below 20 per cent in voting intentions.

By comparison, the polls to date have continued to give Brown a better than fighting chance of winning the June provincial election. How much of that support, if any, is a symptom of a backlash against the #MeToo movement and the bid to root out routine acts of sexual misconduct from the workplace is for anyone to guess. In the circumstances, it is hard to exclude that potential factor from the mix.

There are some examples of a party courting implosion in the lead-up to an election campaign and going on to win it. The Parti Québécois under Pauline Marois went through some pretty dark

days in the year before it won a minority government in the 2012 Quebec election.

But the PQ would not have fared well in an election held in the midst of its crisis. It was fortunate to have almost a year to paper over some of the cracks in its unity. The Ontario Tories, again by comparison, have so far maintained their lead on Kathleen Wynne's Liberals.

The latest poll, done by Ipsos for Global News, reported that in an Ontario election held this week, the Tories would have won a majority government under any of the four main candidates to lead the party—including Brown.

The numbers essentially highlight the resilience of the tide for change at Queen's Park.

When Ipsos tested a fabricated or random-name Tory leader (called Jim Smith for the purposes of the exercise), a plurality of respondents turned to the NDP rather than join the Liberal fold.

In Quebec, where no provincial party has the close links to Canada's conservative movement that are par for the course in the other provinces, it is that resiliency that is emerging as a must-watch trend.

The tea leaves of the Ontario polls are bound to cause trepidation in the backrooms of Premier Philippe Couillard's Liberal party.

It, too, will be going to the polls this year after a lengthy spell in government. Except for an 18-month hiatus, the Liberals have been in power in Quebec for most of the McGuinty/Wynne era.

The winds of change have been blowing in Quebec for some time and the ruling Liberals are running behind the Coalition Avenir Québec.

With half a year to go to the provincial vote, Couillard has lost control of the pre-election conversation. His government is on the receiving end of a backlash of its own making over the decision to strike a sweet deal with the province's medical specialists.

Suffice it to say that the optics of provincial government led by medical specialists—the premier is a neurosurgeon and the minister of health a radiologist—signing a compensation package so rich that some of its beneficiaries admit to being embarrassed by the generosity of its terms are not great.

Couillard cannot hope for lightning of the kind that has struck the Ontario Tories to hit twice in the same year. If it did, the Ontario experience to date suggests it might not be enough to reverse a strong pro-change tide.

Chantal Hébert is a national affairs writer for The Toronto Star. This column was released on Feb. 22.

The Hill Times



This fall, they might do so again.

Bill S-5 will legalize and regulate nicotine vaping products. That's a good thing, but the bill is flawed. It will allow the return of TV, radio and billboard ads for nicotine products made by the same companies that sell cigarettes. Harm reduction is one thing. Open season on promoting addiction to youth and non-smokers is another.

Amend Bill S-5 to ban mass media advertising for vaping products.



CANADIAN PUBLIC HEALTH ASSOCIATION
ASSOCIATION CANADIENNE DE SANTÉ PUBLIQUE

The Voice of Public Health
La voix de la santé publique

Clean Air COALITION
BRITISH COLUMBIA

ash.ca
action on smoking & health



Physicians *for a*
Smoke-Free Canada



SASKATCHEWAN
COALITION
FOR TOBACCO
REDUCTION

MANTRA
MANITOBA TOBACCO REDUCTION ALLIANCE INC.

OCAT
ONTARIO CAMPAIGN
FOR ACTION ON TOBACCO

Council for a Smoke Free
Prince Edward Island



COALITION QUÉBÉCOISE
POUR LE CONTRÔLE DU TABAC



NB anti-tobacco
COALITION
antitabac du N.-B.

SMOKE-
FREE
NOVA SCOTIA

Newfoundland and Labrador
ACT
Alliance for the Control of Tobacco

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Editorial

Canada humiliated again in Asia

Plenty of fingers are being pointed in the wake of the government's decision to invite Jaspal Atwal to dinner with Prime Minister Justin Trudeau during his tour of India last week.

Mr. Atwal was convicted of the attempted murder of a visiting Indian cabinet minister on Vancouver Island in 1986, and was once a member of the International Sikh Youth Federation, a pro-Khalistan organization labelled a terrorist group in Canada in 2003, the *National Post* reported. Mr. Atwal's invitation, and a series of photos of him taken both in India last week and in years past with the likes of Mr. Trudeau, his wife, Sophie, and other Liberal politicians—as well as hockey legend Wayne Gretzky, by the way—is especially problematic given the already-established suspicion in some corners of India's political scene that Mr. Trudeau's government sympathizes with Sikh separatists.

Officially, the Liberals have assigned blame to backbench B.C. MP Randeep Sarai, who says he takes responsibility for inviting Mr. Atwal to tag along. Unofficially, unnamed government sources told the CBC that India's security forces facilitated Mr. Atwal's entry into the country in order to embarrass Mr. Trudeau, while another anonymous tipster told Postmedia that Canada's security forces knew Mr. Atwal had a penchant for photo-ops with top Liberal politicians. CTV News' Mercedes Stephenson tweeted that former diplomats, staffers, and security experts all said the PMO is responsible for vetting dinner guests.

It's plausible that they all share part of the blame, but in the big picture, the damage to Canada's relationship with India is what matters. This is the latest in a series of international embarrassments in Asia under the Liberal government, which has

rightly devoted most of its international attention to managing the NAFTA re-negotiation and Canada's relationship with the United States under the unpredictable President Donald Trump.

In November, Canada was accused of sabotaging the Trans-Pacific Partnership re-negotiations after Mr. Trudeau abruptly skipped a scheduled meeting of the leaders of the countries involved in the deal. Australia's government was especially critical of that move, though Australia is more of a competitor to Canada in global trade than a targeted export market. Canada and the other 10 members of the new CPTPP finalized the deal after all in January.

In December, eyebrows were raised again when Mr. Trudeau returned from a trip to China without an expected announcement that formal trade negotiations between the two countries would finally begin. Prime ministers usually don't make formal visits abroad unless agreements and announcements from the two countries have been pre-arranged in advance, suggesting some hardball last-minute negotiating tactics may have been employed by one of the parties, before or during the visit.

The threat of political embarrassment is one of many tools used in high-stakes international relations, and sometimes it's worth taking a hit instead of committing to a bad deal. But Canada has been taking a lot of hits in the fast-growing Asia Pacific region since Mr. Trudeau declared the country was "back" on the global scene, and some of them have been self-inflicted.

Mr. Trudeau, the PMO, Global Affairs Canada, Trade Minister François-Philippe Champagne, and Foreign Affairs Minister Chrystia Freeland need to get their house in order, or Canada will continue being bullied in Asia.

Letters to the Editor

Paul Dewar's Feb. 17 Facebook post delivers message of hope, strength after brain cancer diagnosis

Dear friends,

I have some news to share.

On Jan. 26, I went for a 36 km skate on our beloved Rideau Canal. The following days I experienced some discomfort in my left arm, which I attributed to my skating. As the week progressed my arm was feeling heavy and not getting any better. As an active person, I naturally thought it would go away.

But it didn't.

On Monday, Feb. 5, I went to the Ottawa Civic Hospital to have my arm examined. X-rays, and then a CT scan, revealed a cyst on the right side of brain.

A follow up MRI revealed it was a tumour.

After consulting an amazing team of neurologists, neurological surgeons, and vascular surgeons, we decided that I would have the tumour removed.

On Wednesday, Feb. 14, I had brain surgery.

While this cancer is devastating news, I am going to pursue the next phase of my treatment with determination, passion, and an appreciation for life.

Since I received this diagnosis I have had incredible treatment from smart and caring medical professionals who are completely dedicated to their patients.

I have also received phenomenal support from my family and friends.

It turns out that I am the most blessed person in town, as I am married to the most beau-

tiful, sincerest, smartest and caring woman, Julia. She and my sons Nathaniel and Jordan have been my greatest source of strength.

Same with my brother Bob, and my sisters Elizabeth and Cathy, who have all been by my side. My in-laws Bob and Marion and sister-in-law Alison, and so many close friends, have formed a team supporting me through this journey.

I am perched by the side of a strong flowing river of love that gives me the courage and inspiration to take on this challenge.

Everyone of us knows someone who has had cancer and each journey is personal. People ask what they can do. If you can, please consider getting involved in something that will help your neighbourhood. Look for the beauty that exists all around us and share it with each other.

Smile.

Laugh.

Give.

Knock on your neighbour's door and say hi.

I sincerely thank you for all of your good wishes and ask for privacy for me and my family over the next few months as I work to get back to my usual level of physical and community activity.

Paul Dewar
 Ottawa, Ont.

(Paul Dewar was the former NPP MP for Ottawa Centre.)

Would the same all-white jury find a Cree Gerald Stanley completely innocent?

Here is a thought experiment we could all do: Imagine that Colten Boushie was a young white man involved in the kind of hooliganism a combination of too much alcohol and youthful foolhardiness leads to. Then imagine that Gerald Stanley was a Cree man. Would the same all-white jury find Cree Gerald Stanley completely innocent?

Was the jury biased? Is racism so engrained in our culture that we don't even notice?

Symphony orchestras began to do

blind auditions for musicians. There was a striking improvement of gender balance in orchestra composition as a result. Even though it is the same people judging musicianship. Even though the same judges believe themselves above sexism.

How difficult would it be to make jury selection blind?

Linda Leon
 Whitehorse, Yukon

Unprecedented Crime is a game changer

For decades, the peer-reviewed science has been clear and consistent about the looming climate crisis. But something has gone awfully wrong. *Unprecedented Crime: Climate Science Denial and Game Changers for Survival*, by Peter Carter, Elizabeth Woodworth, James E. Hansen, exposes the liability of the fossil fuel industry, governments, and the corporate sector that have suppressed this information. The authors, supported by book reviews from sociologists and criminologists, argue the case that this suppression is a crime against humanity, especially young people.

In part two of the book, Mr. Carter and Ms. Woodworth outline the multiple actions that people must take to bend the curve on the relentless increase of greenhouse gas emissions by helping the reader see "powerful game changers on the horizon."

The movement to price carbon emissions is

also rapidly growing around the globe. There is loud call for the elimination of fossil fuel subsidies worldwide to facilitate the transition to a clean energy platform. Global markets are leading the transition to a clean energy future with solar energy now becoming mainstream.

The truth of climate science is unstoppable. Climate change is not abstract and we can no longer look away from the only solution that can save future generations: a near zero-carbon economy by 2050. The scientific evidence is overwhelming and the very survival of future generations is at stake. The book is a call to action aimed at ordinary people who understand this crisis and love their children.

Unprecedented Crime is itself a game-changer.

Rolly Montpellier
 Co-founder, Below2C
 Ottawa, Ont.



EDITORIAL

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"We know that plain packaging does not lead smokers to stop smoking."

- Agnes Buzyn, French Minister of Health

(National Assembly, November 29, 2017 - following their 2016 introduction of plain packaging)

"While smoking rates have been on a long-term downward trend, for the first time in over two decades, the daily smoking rate did not significantly decline over the most recent 3 year period (2013 to 2016)."

- Australian Government's Institute of Health and Welfare

(September 28, 2017 - following their 2012 introduction of plain packaging)



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HEARD ON THE HILL

Museum of History showing media preview of *Death in The Ice: The Mystery of the Franklin Expedition*



Photograph courtesy of the Museum of History

Continued from page 2

Members of the media are invited to preview of the *Death in the Ice: The Mystery of the Franklin Expedition* on March 1 at 10:30 a.m. at the Canadian Museum of History.

The new exhibit, which will be open to the public from March 2 to Sept. 30, gives museum-goers a glimpse into the mystery behind **Sir John Franklin's** tragic expedition.

Taking you back to 1845 when Franklin set sail from England with two ships (*HMS Erebus* and *HMS Terror*) to explore the Northwest Passage running through what is now Canada's Arctic. The ships disappeared, as did Franklin and his crew, and it wasn't until 2014 when Parks Canada discovered the wreck of *HMS Erebus* in the south of King William Island in Nunavut and 2016 when Parks Canada found *HMS Terror* in Terror Bay, north of Nunavut.

The exhibition will have historical artefacts, Inuit oral history, and a comprehensive account of what happened during Franklin's final voyage.

Visible minorities have less faith in courts than other Canadians: poll

A new Angus Reid poll, released last week, said visible minorities have considerably lost faith in Canada's courts compared to numbers from 2016.

The poll said 48 per cent had faith in the RCMP, a drop from 54 per cent two years ago; 32 per cent had faith in criminal courts in their province, a drop from 45 per cent in 2016; and 45 per cent had faith in the Supreme Court of Canada, also a dip from 57 per cent in 2016.

The poll, which was released Feb. 20, was conducted before a Saskatchewan jury acquitted **Gerald Stanley** of the murder of **Colten Boushie**, a young Indigenous man, earlier this month.

The case prompted a strong reaction across the country, which included protests and Prime Minister **Justin Trudeau** tweeting sympathy for Mr. Boushie's family.

The poll was based on online surveys from Jan. 23 to 26 with a random sample of 1,520 Canadian adults, the report said. It added that the margin of error is plus or minus 2.5 per cent, 19 times out of 20.

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Patrick Brown Show notwithstanding, Ontario PCs still favoured to win

Welcome to the Trump polling era, folks: wherein a party's brand can be linked to alleged sexual misconduct, corruption and appalling behaviour—and still be way ahead. Way, way ahead.



Warren Kinsella
The War Room

biggest political story in Canada—but the biggest provincial conservative party, the Ontario PCs, are still competitive.

How come? The papers are brimming with stories about Patrick Brown. For instance: on Wednesday morning of last week, out of 13 provincial-politics-related clippings landing on staffers' desks at Queen's Park, fully 12 were about the man who wants to lead a PC caucus that wants *nothing* to do with him.

There was a news story about Patrick, dating an intern in his office—and then taking her along on international trips. There was another news story about Patrick, scheming to sell off some Aero-plan points and a miniscule share in a bar for a whopping \$375,000 to a pal—and then said pal somehow thereafter winning a coveted PC nomination, uncontested. There are social media stories of Patrick drawing pictures of a woman's breasts in the sand on a beach, or still—*still!*—not suing CTV for defaming him, many weeks after claiming that he was suing them.

You'd think that all that controversy would be taking a toll on Ontario Progressive Conservative fortunes, right? You'd think that—

but you'd be wrong.

Ipsos: Notwithstanding the Patrick Brown Show, nearly 40 per cent of Ontarians still plan to vote PC—with the Liberals and NDP effectively tied, at 29 and 26 per cent respectively. Said Ipsos spox Darrell Bricker: "If [the PCs] are leading by that much, they're poised to form a majority government."

Forum: Despite all the Brown-related follies, almost 50 per cent of Ontario voters say they support the PCs—with the Liberals getting less than half that, at 24 per cent, and the NDP 19 per cent. Said Forum boss Lorne Bozinoff: "The Premier doesn't seem to connect with the electorate... The constant stream of media attention and fervor surrounding the leadership race has done nothing but help the Progressive Conservatives."

Campaign Research: Campaign Research (who my firm uses, full disclosure) had the Wynne-helmed Liberals competitive with the Brown-led PCs for months. As soon as the PC caucus dumped their libidinous leader, their party rocketed ahead—with 43 per cent support, and the Grits and the Dippers rounding out the bottom at 28 and 20 per cent, respectively. Said smart Campaign

Research guy Eli Yufest: "When you've got the stark contrast between Patrick Brown and Kathleen Wynne people were on the fence—or at least tied between the two leaders. Now that people have been given more options—namely Doug Ford, Caroline Mulroney, and Christine Elliott—they're giving the PCs a more serious second look."

Amazing, no? Welcome to the Trump polling era, folks: wherein a party's brand can be linked to alleged sexual misconduct, corruption and appalling behaviour—and still be way ahead. Way, way ahead.

So what accounts for it? No less than three much-cited polling firms are confidently predicting that the Ontario Progressive Conservatives will win a majority if they pick Christine Elliott, Caroline Mulroney or Doug Ford (with Elliott providing the biggest electoral payoff). How can this be?

Two reasons, in this scribe's opinion. (And neither have to do with corruption or scandal. Scandal stuff *suppresses* voters, sometimes. But it doesn't *motivate* voters.)

One: change, versus more of the same.

That was the ballot question in 2003, when Dalton McGuinty scored a massive majority win—and helped to elect a newcomer named Kathleen Wynne: *change*. "Choose change" was the pithily brilliant slogan selected by Don Guy and Laura Miller in 2003, and it worked. Bigly.

It worked a decade before that, too, for Bill Clinton. Those words were affixed to the war room wall in Little Rock by the legendary James Carville: "*Change versus*

more of the same." When that is the frame for an election, Carville later told me, the challenger will always beat the incumbent. Always.

That, increasingly, is the frame here in Ontario. That's what the aforementioned polls clearly say, too.

Two: alternation. This theory holds that Ontario voters prefer to have different teams occupying the government benches in Toronto and Ottawa. So, when the wonderful Liberal Pierre Trudeau ruled the roost in Ottawa, Progressive Conservative Bill Davis dominated here in Toronto. In the glorious, great Jean Chrétien federal years, the NDP's Bob Rae and the PC's Mike Harris and Ernie Eves dominated the Ontario provincial scene. And, shortly after McGuinty commenced his near-decade-long hold on power, Stephen Harper would commence his near-decade-long hold on power, too.

Some pundits and prognosticators dispute the Kinsellian Alternation Theorem, but none of them knows what they're talking about, as usual. The minute Justin Trudeau scored a huge win in 2015, Kathleen Wynne started to track ever-downwards. She is now (and has been for some time) the least-popular premier in Canada.

Whether it's alternation, or change, one thing can't be disputed: the 2018 Ontario election is kicking off 73 days from today.

And, the Patrick Brown Show notwithstanding, the Ontario PCs are still the ones favoured to win it.

Warren Kinsella is a former Jean Chrétien-era cabinet staffer and a former national campaign war roomer.

The Hill Times

TORONTO—The Patrick Brown Show continues to be the

The unsinkable Bill Morneau

When it comes to fiscal policies, Justin "The Budget Will Balance Itself" Trudeau needs all the credibility he can get.



Gerry Nicholls
Post-Partisan Pundit

ing it, i.e., Finance Minister Bill Morneau.

After all, not too long ago many political observers in this country believed Morneau, who faces serious conflict of interest allegations, was on his way out of cabinet.

In fact, I was on a radio panel with two other pundits back in November and the host asked the question "Do you think Morneau will be finance minister for the next budget?"

Both of my co-panelists on the show answered with a resounding "no."

I, on the other hand, answered with a confident-sounding "yes."

So why did I answer that way, why did I think Morneau would survive his troubles?

Well, two reasons.

First off, when I do on air punditry, I sometimes like to be a contrarian.

Secondly, and more importantly, I also realized that it takes an awful lot for a first-rank Canadian cabinet minister to lose his or her job.

This is not the United Kingdom, where a British cabinet minister recently resigned from his post because he was late for work.

Here in Canada, politicians will try to hang onto power no matter what the optics might look like; basically, you have to drag

them out of their offices kicking and screaming.

Consider the case of former Ontario Progressive Conservative Party leader Patrick Brown.

Here's a man who, just a few weeks ago, resigned from his job in disgrace, here's a man facing serious allegations concerning his personal life, here's a man many believe had corrupted his own party.

Yet, none of that has stopped Brown from trying to get his old job back by running for the party leadership.

And compared to Brown, Morneau looks like an angel.

So I certainly didn't expect the finance minister was ever going to voluntarily step down because it was "the honourable thing to do."

Nor did I expect Prime Minis-



So Bill Morneau's finance minister job is safe, at least for now, writes Gerry Nicholls. The Hill Times photograph by Andrew Meade

ter Justin Trudeau would fire him.

For one thing, Canadian prime ministers will usually strenuously resist throwing their cabinet ministers under the bus, even if they're facing a stormy sea of troubles (yeah, that's a probably a mixed metaphor, but you get the point) because to do so looks weak and weakness is something no

government ever wants to show.

Plus, governing politicians never like the idea of handing over an easy victory to opposition parties.

And I also suspect the Liberals did some polling on the "Morneau question" and discovered his "conflict of interest" problems, though well publicized, didn't really resonate with Canadians.

I say that because "inside baseball" stories rarely catch the public's attention, since typical voters don't really follow the news all that closely.

Indeed, I'd bet most Canadians couldn't even name the finance minister if their life depended on it.

And besides all that, Morneau also has another more intangible factor working in his favour.

Of the people on "Team Trudeau," he looks and sounds the most like a successful businessman.

In other words, because he's a finance minister who also has the appearance and aura of a man who knows his way around a corporate boardroom, it confers upon Trudeau's fiscal policies a certain degree of credibility.

And when it comes to fiscal policies, Justin "The Budget Will Balance Itself" Trudeau needs all the credibility he can get.

So Morneau's finance minister job is safe, at least for now.

Gerry Nicholls is a communications consultant.

www.gerrynicholls.com
The Hill Times

OKAVILLE, ONT.—Politically speaking, what usually makes a federal budget noteworthy is what it says about tax rates or spending priorities or fiscal policies.

But this year, it's a little different. What I mean is, the remarkable thing about the Liberal government's 2018 budget isn't what's in it, it's who's deliver-

Opinion

Divisive debate over globalization underway in Canada

It is a debate between the winners and the losers from globalization and technological change, between businesses worried about profits and employees concerned about pay and working conditions, perhaps even between a society based on winner-take-all versus a society of collective responsibility.



David Crane

Canada & the 21st Century

TORONTO—A divisive political debate is underway in Canada. It is a debate between the winners and the losers from globalization and technological change, between businesses worried about profits and employees concerned about pay and working conditions, perhaps even between a society based on winner-take-all versus a society of collective responsibility.

It is driven on one side by a push-back by the business community fighting measures to raise minimum wages, improve pensions, and sustain the social safety net, as well as carbon pricing to fight climate change. And it has escalated with calls to match the U.S. move to slash taxes for corporations and the wealthy and the dismantling of U.S.

regulations affecting worker rights and the environment. On the other side, are large numbers of Canadians who have seen few gains in living standards, face vulnerability in the workplace, and see unacceptable levels of inequality, along with Canadians who also believe we must address climate change through carbon pricing.

These issues will be front and centre in the upcoming Ontario election campaign, where Progressive Conservative leadership candidates are pledging to put a hold on Liberal Kathleen Wynne's plans to boost the minimum wage to \$15 and initiatives to increase worker rights in the workplace, as well as to pull back on carbon pricing. We can expect a similar campaign in Alberta.

At the federal level there will be two big tests. The first will come with Finance Minister Bill Morneau's next budget, where he will face strong business pressure to respond to U.S. tax cuts with new tax cuts here. Next, is the question of how the federal government plans to deal with growing pressure from the public to pro-



The first will come with Finance Minister Bill Morneau's next budget, where he will face strong business pressure to respond to U.S. tax cuts with new tax cuts here. *The Hill Times photograph by Andrew Meade*

tect pension and other benefits for retirees when companies go bankrupt, or if it plans to deal with this at all.

At a recent auto industry summit in Toronto, organized by Automotive News Canada, the loudest and most heartfelt applause from the audience of several hundred came when Magna International CEO Don Walker declared Canada is becoming "too socialist." Canadian taxes were too high to bring in high-income executives, Walker complained, as well as pointing to lower U.S. corporate taxes. "If we don't start getting people that understand that business needs to be competitive and stop



These issues will be front and centre in the upcoming Ontario election campaign, where Progressive Conservative leadership candidates are pledging to put a hold on Liberal Kathleen Wynne's plans to boost the minimum wage to \$15 and initiatives to increase worker rights in the workplace, as well as to pull back on carbon pricing. We can expect a similar campaign in Alberta. *The Hill Times photograph by Andrew Meade*

putting the burden on business, they're going to go," he warned.

Magna's own rise obviously owes much to the business leadership of Frank Stronach and Walker. But it also owes something to public policy over many years that attracted investment—public healthcare which lowered business costs, and an education system that delivered skilled workers, for example. Taxes pay for these competitive advantages as they do as well for investments in infrastructure and research and development.

But we can now expect a concerted business campaign to make further cuts in corporate tax rates in what looks like a race to the bottom.

In a letter to Finance Minister Bill Morneau, the Business Council of Canada's president, John Manley, wrote that to imagine that the U.S. tax measures "will not seriously impact future business investment in Canada would be reckless in the extreme." This is why, he wrote, "we urge you to take decisive action now to bolster private-sector confidence in the Canadian economy, discourage capital flight and increase the incentives for new business investment." He said Morneau should consider a further cut in the corporate tax rate along with a commitment that "Canada's average corporate tax rate would fall below the OECD average over the medium term."

Business worries about the U.S. tax measures are understandable. But we need better evidence on the importance of corporate tax rates on business investment. For some time, Canada has had a lower tax rate than the U.S., but that didn't lead U.S. corporations to increase investment

in Canada. In fact, despite various tax measures to promote business investment in Canada, business investment has remained sluggish for some time. It may be that other factors are more important, such as the quality of the workforce, the capacity for innovation and the state of infrastructure. If we want evidence-based public policy then we need clear evidence that tax rates are the decisive factor in where business makes investments.

Better protection for retirees when

companies go bankrupt is another test. Right now creditors are given better treatment than retirees, who can suddenly find their pension and other benefits slashed so that banks get the money they are owed. The plight of 12,000 retirees of Sears Canada is the latest example. In this case, asset stripping by controlling shareholder Sears Holding in the U.S. allowed it to pay itself huge special dividends while leaving the employee pension plan underfunded. (U.S. Secretary of the Treasury Steven Mnuchin was on the board of Sears Holdings when this asset stripping took place.) The experience of 20,000 Nortel retirees is another.

The fate of NDP MP Scott Duvall's private member's bill to amend the Bankruptcy and Insolvency Act and the Companies' Creditors Arrangements Act to ensure that unfunded liabilities or solvency deficiencies in pension plans are given priority in bankruptcy proceedings, as well as requiring an employer to maintain group insurance programmes that health and other benefits to employees or retirees, is far from certain. So far, the Trudeau government has seemed reluctant to act and it may be that Liberal MPs will either vote against Duvall's bill or talk it to death so that it dies on the Order Paper.

These essentially are issues of distribution of gains and losses in a world where globalization and technological change have had a highly disruptive impact on our societies. So far, the power of business and money has had the edge in deciding the outcome. Efforts to achieve a better balance are being met with strong resistance. But if we fail to achieve a better balance, we will face an ongoing race to the bottom which leaves some better off but most worse off. Is there a better way?

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

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CSE should be allowed to go on the offensive

The world is not getting any safer any time soon and if we do not adopt a more aggressive stance we will be at greater risk. CSE is part of the solution, not part of the problem.



Phil Gurski

Terrorism

OTTAWA—I still remember my first day at the Communications Security Establishment (CSE). I had moved to Ottawa from London, Ont., where I had been interviewed by CSE representatives and later offered a job. I knew little of what I was being asked

to do since the poster at Western University had said “Department of National Defence,” not CSE. Recall that back in 1982 there was no such thing as the internet and CSE was not great at putting out information on what it did (to its credit it is better now). So, when I got to the security briefing in July 1983, I learned about the organization’s mandate and was, to put it mildly, flabbergasted.

That initial sense of “wait, we do what?” is still shared by many Canadians. CSE rarely makes the headlines but when it does the news is seldom good. Allegations are made on what it does badly or how it ‘spies’ on Canadians, and most of the time those allegations are made by people who never worked at CSE; have a very poor knowledge of what it actually does and why; and, frankly, have little business making such comments. As a former employee, albeit, one who left in 2000 and thus fully aware that I am not up on the latest priorities or techniques, I’d like to weigh in on one aspect of its practice, one which has led to some controversy.

What I am referring to is CSE’s cyber activities. We know that cyber crime and cyber activity is rampant as we are seeing in the allegations swirling around Russian influence in the 2016 U.S. presidential elections. And we read about the number of phishing attacks that strike computers

around the world—perhaps readers of this blog have been victims. People usually forget that CSE is not tasked solely with collecting signals intelligence (SIGINT) but is also responsible for “ensuring the protection of electronic

can and should do when it comes to cyber threats to Canada. A senior CSE official who, full disclosure, was a workmate of mine decades ago, has stated that CSE has to go beyond purely defensive cyber acts and be allowed to plan

that we in Canada limit ourselves to thwarting attacks and not put ourselves out there by going after our enemies. Both arguments are flawed. First and foremost, CSE does not spy on our citizens. Full stop. Even if I haven’t been there for almost 20 years, I cannot imagine that the cardinal rule drummed into us as employees about not targeting Canadians or keeping information ‘incidentally’ collected on Canadians in the course of legitimate operations has changed in the intervening years. So there are mechanisms in place to ensure this does not happen. Secondly, why would we not want to get ahead of the curve of what nefarious actors are trying to do to us? Why would we sit back and allow attack after attack? If CSE can undermine the capabilities of terrorists and states who mean us harm then it absolutely should do so.

We still have an immature discussion on intelligence in Canada and what we want our security agencies to do for us. We need to move beyond naivety and engage in adult conversation. The world is not getting any safer any time soon and if we do not adopt a more aggressive stance we will be at greater risk. CSE is part of the solution, not part of the problem.

Phil Gurski is president and CEO of Borealis Threat and Risk Consulting.
The Hill Times



Public Safety Minister Ralph Goodale is the political minister responsible for the CSE. *The Hill Times* photograph by Andrew Meade

information and of information infrastructures of importance to the Government of Canada.” The question is how best to do that.

There is an old saying “the best defence is a good offence.” I really think this applies to what CSE

and execute offensive operations. Go for it, I say.

Yes, I am aware of the opposition to much of this. Some feel CSE cannot be trusted not to use its impressive technology to spy on Canadians. Others would prefer

Why wait another month to report on Russian election when we can wrap it up right now?

The great unanswered question is: how would a post-Putin Russia revive the democratic experiment it embarked on in 1989-91, in the face of certain opposition from the oligarchs who benefit so greatly from current arrangements? We may find out in the 2024 election, when Putin again comes up against the two-term limit.



Gwynne Dyer

Global Affairs

LONDON, U.K.—Why wait another month to report on the Russian election on March 18 when we can wrap it up right now? Vladimir Putin is going to win another six years in power by a landslide—probably between 60 per cent and 70 per cent of the popular vote. The real question is what happens after that, because he will be 72 by the end of his next term and will not legally be allowed to run for president again.

Putin doesn’t take chances, so he has barred opposition leader Alexei Navalny from standing in the election by having the obedient courts convict him of fraud on a trumped-up charge. Not that Navalny ever threatened to beat

Putin, who is genuinely popular in Russia, but none of the other presidential candidates in this election are even serious contenders. Their only function is to make the election look legitimate.

First up is Ksenia Sobchak, a former TV ‘reality’ show host whose wealth and establishment links (her father Anatoly was the mayor of St. Petersburg and Putin’s political mentor) have earned her the mocking title of ‘Russia’s Paris Hilton’. She’s liberal, pro-gay, all the things that Putin isn’t, but she is nevertheless seen as his preferred opponent, and not to be taken seriously.

Certainly the youthful Communist candidate, Pavel Grudinin, the boss of a former collective farm enterprise called Lenin State Farm, is not to be taken seriously. Neither is Vladimir Zhirinovskiy, a raving ultra-nationalist caricature of a man. Putin will win in a walk—and yet Russia is a modern, well-educated country with a democratic constitution. It must one day take charge of its own affairs, but when and how?

Russia is in an unending political holding pattern, forever circling the destination of democracy but unable to land. It’s easy to explain how it got into this dead-end, much harder to see how it gets out of it.

The collapse of more than 70 years of Communist dictatorship in 1987-91 left most Russians in a state of shock. The young felt liberated, the older generation was apprehensive, but nobody quite knew what to do next. The first and last truly competitive elections were held in that period, but by the mid-1990s the oligarchs (mostly ex-Communists)

were back in the saddle.

The oligarchs had ‘privatised’ the formerly state-owned economy into their own pockets (with a little help from the local mafia), and they had co-opted President Boris Yeltsin as their front-man. Freely elected and once popular for his dramatic defence of democracy in the attempted Communist come-back coup of 1991, Yeltsin was a drunken and corrupt wreck of a man by the time of the 1996 election.

He ‘won’ that election thanks to massive Western and particularly U.S. intervention in support of their favoured candidate (the traffic goes both ways), but his mismanagement of the economy wiped out the savings of most Russians and brought democracy itself into disrepute. Down to this day many Russians associate the word ‘democracy’ with the lawless and violent chaos of the ‘90s.

Putin, Yeltsin’s chosen successor, has maintained his popularity through 18 years in power because he has provided Russians with what they wanted above all: a fair degree of stability and predictability for their lives. Living standards for most Russians are probably still below what they were in late Soviet times, but they were slowly but steadily rising from their 1990s nadir until the collapse of oil prices three years ago.

Putin’s foreign adventures (Georgia, Crimea, eastern Ukraine) are essentially defensive from a Russian point of view. Countries that were once part of the Russian empire and the Soviet Union are known as the ‘Near Abroad,’ where different rules of conduct supposedly

apply, but Western fears of a Russian military ambitions against NATO countries are largely self-serving myths peddled by Western military-industrial-political complexes.

In fact, Russia is far too weak economically and too fragile politically to embark on a military confrontation with any of the major powers. Putin is a deeply cautious man whose conservatism have given Russia a desperately needed respite from continuous and ruinous political upheavals.

He is for all practical purposes a dictator, of course, although by Russian historical standards a fairly non-violent one. And he has always meticulously observed the constitutional rules, even leaving the presidency and serving as prime minister in 2008-12 in order to comply with the ban on more than two consecutive presidential terms.

It sometimes feels like Putin, for all his faults, sees himself as a caretaker leader until Russia is strong and stable enough to try democracy again. He has certainly been careful to leave the entire legal structure of democracy in place, although he manipulates it ruthlessly for his own short-term purposes.

And the great unanswered question is: how would a post-Putin Russia revive the democratic experiment it embarked on in 1989-91, in the face of certain opposition from the oligarchs who benefit so greatly from current arrangements?

We may find out in the 2024 election, when Putin again comes up against the two-term limit.

Gwynne Dyer is an independent journalist whose articles are published in 45 countries.

The Hill Times

Opinion

Canada's unique opportunity to lead the future of the internet

Now is the time, with Canada's leadership on the global stage, to reinforce the internet's bottom-up development so it can continue to innovate and expand as humanity's promise for opportunity.



Kathryn Brown

Opinion

Our digitally-powered society continually reinforces what everyone now considers a fact of life: the absolute vitality of the internet. Imagine running a business, undertaking a degree or securing a dream job with-

Prime Minister Justin Trudeau has expressed Canada's support for the multi-stakeholder model approach to internet governance—that 'no one party, government, corporation, or non-profit controls the internet and we are all better for it,' writes Kathryn Brown. *The Hill Times* photograph by Andrew Meade



out internet access. Life would be immensely different without the countless connections made online every day. The internet's promise, to connect everyone and unlock untapped opportunity, is what makes it such a powerful global tool.

However, in recent years the internet has also brought with it some significant policy challenges. These have pushed the limits of the efficacy of traditional policy-making mechanisms. Nowhere is this more evident than in ensuring the internet is safe and secure. Trust is crucial to the ongoing success of the internet, yet we are witnessing a growing number of threats that could impede its development. However, the complexity of this issue necessitates an approach that is col-

laborative, one that engages the entire internet community.

Canada offers the world an example of where this is already happening successfully. It is addressing cybersecurity head-on by working with the Internet Society to engage the Canadian internet community in a process to develop recommendations to secure the Internet of Things. Its leadership in this area champions the values of openness, transparency and decentralization—hallmarks of what makes the internet great. No one party, government, corporation, or non-profit controls the internet and we are all better for it. Nor does any one party have the knowledge or the ability to identify the solutions to these complex policy challenges. It has been this approach—what we call the multi-stakeholder model—that has al-

lowed humankind's most advanced and powerful communications tool to spread so far and so fast.

Canada's collaborative decision making and policy approach which involves input from all interested parties including policy-makers, regulators, industry leaders, scientists, and the public is the way forward. The proof is in the evolution of the internet itself, because this way of governing from the bottom-up has been critical to the success of the internet throughout its short history.

Prime Minister Justin Trudeau expressed Canada's support for the multi-stakeholder model when, at the North American Leaders' Summit in 2016, he affirmed "the importance of an open, interoperable, resilient, and secure internet, underpinned by the multi-stakeholder model of internet governance."

Prime Minister Trudeau has also said it is, "... essential to keep the freedom associated with the Internet alive." We hope the Canadian government carries this message forward throughout 2018. As this year's chair of the G7, Canada has an opportunity to cement itself as an innovative global leader; a nation that recognizes the need for a collaborative approach to address the complex policy issues facing the world today.

That is why the selection of Canada for next week's Global Internet and Jurisdiction Conference could hardly be a more appropriate choice. The conference will convene world leaders in public policy, civil society, technical experts, academia, and business to consider the challenges of managing the coexistence of national laws with the internet's cross-border and global nature.

This critical central discussion, how the global Internet is governed, is an important one.

In a time when world governments are looking to clamp down and have a more direct role in the internet's governance, oftentimes for legitimate reasons including privacy and security concerns, enshrining the free flow of information, or furthering commerce, we must resist this top-down approach as the strength of the internet and of its future. A top-down model would exacerbate the Internet's current vulnerabilities.

We believe it's no longer enough to talk the talk. The time has come to walk the walk. The time has come to expand this inclusive model of governance to more places around the world is a central pillar in achieving this kind of internet for all. Canada is seizing this opportunity by taking a leadership role—not only championing the multi-stakeholder model on the global stage, but implementing it at home to address the complex domestic policy challenges the Internet raises.

The cost of inaction is also great. Refusal to continue to promote this bottom-up, people-focused, approach will magnify the internet's existing threats. Now is the time, with Canada's leadership on the global stage, to reinforce the internet's bottom-up development so it can continue to innovate and expand as humanity's promise for opportunity.

Kathryn Brown is the president and CEO of the Internet Society, a global non-profit organization dedicated to ensuring that the internet stays open, transparent, trustworthy and accessible.

The Hill Times

In perilous world of Punjabi politics in Canada, the way to the finish line is riddled with potential landmines

In the world of Canadian realpolitik, Sikh organizers can mean the difference between winning and losing a leadership or an urban nomination battle.



Sheila Copps

Copps' Corner

Continued from page 1

and losing a leadership or an urban nomination battle.

Contrary to popular belief, the Sikh community in Canada is not a homogeneous block. Competing, and sometimes violent differences divide religious ideologues who want to separate from India and secular Sikhs who do not believe in a mix of religion and politics.

Navigating these troubled waters can be treacherous. Prime Minister Justin Trudeau got an up-front and personal dose of Indo-reality last week when one of his own members of parliament unwisely secured a high-profile invitation to a private function for a convicted Sikh terrorist.

That mistake dwarfed a highly successful tour of India by the prime minister and his family, amid some criticism of the local

garb worn at multiple occasions.

Those who complained about clothing choices fail to realize that this kind of a trip is as much for domestic Canadian consumption as it is for building ties with the world's most populous democracy.

Every Canadian politician worth their salt in the past five decades has reached out to the growing Indo-Canadian population, in an effort to curry votes and favour. A trip to India is one solid way of connecting with an uber-political diaspora back in Canada.

That comes with its own potential dangers. Back in 1990, Liberal leadership candidate Paul Martin courted the ISYF in support of his own leadership ambitions.

The International Sikh Youth Federation, which had been cited as a terrorist group by the Canadian Security Intelligence Service, was banned in June 2003 by the Liberal government of Jean Chrétien.

Sikhs in Canada are a powerful force because they are highly organized and very political. Politicians ignore them at their peril.

But the split in Sikh politics also runs very deep.

Former New Democratic Party premier of British Columbia Ujjal Dosanjh was hospitalized after an attack by Sikh extremists. He subsequently served as a Liberal minister in the Martin government, and continues to tweet on the issue of Khalistan extremism.

Last week, he was particularly critical of the prime minister, tweeting: "It is Trudeau and other politicians playing footsie with elements in Canada that want to (sic) dismember India. Free speech yes but not standing with elements that want to divide India. Superiority of democracy has very thin veneer!"

He went on to decry the invitation (subsequently rescinded) of a convicted terrorist in this tweet "Do we have no shame? Khalistan has seeped deep into the veins of this administration."

Trudeau and his ministers will argue otherwise. All Indo-Canadian federal ministers have repudiated separatist connections and focus their attention on building strong links between the Indian and Canadian governments.

During his trip, Trudeau took great pains to distance himself from claims that his government was cozying up to terrorists. He made a special point of meeting the Punjabi chief minister to assuage fears that Canadian government representa-

tives were soft on Indian separatists.

The good news for Trudeau is that, once the initial heat dies down, the issue of India will not likely dominate the news.

New Democratic Party leader Jagmeet Singh has also been accused in the media, and on Twitter, of harbouring separatist intentions for Khalistan. Five years ago, he was denied a visa to India, repeatedly because of statements critical of India's treatment of Sikhs and other minorities.

Singh also understands the power of Punjabi politics in Canada. He vaulted to the front of the pack in the NDP leadership race, largely on the basis of membership sales in Indo-dominated ridings in the GTA and the Lower Mainland of British Columbia.

Support can also come with a price.

When Bob Rae and Michael Ignatieff squared off in the 2006 Liberal leadership that elected Stéphane Dion, Rae was asked to sign a pro-Khalistan statement in return for a block of votes.

To his credit, he refused, and that decision likely cost him the leadership.

In the end, Rae kept his integrity but lost the Liberal race.

In the perilous world of Punjabi politics in Canada, the way to the finish line is riddled with potential landmines.

Trudeau stepped on one last week.

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

Transforming Canada's economy through superclusters

'If we can grow innovation superclusters across the country, new businesses will sprout up, investment will pour in and stable jobs will be ours for the taking,' writes Innovation Minister Navdeep Bains.

BY NAVDEEP BAINS

Canada is at a critical point in its history. Our economy is strong and is the fastest growing in the G7. Because of the hard work of Canadians, almost half a million full-time jobs have been created, and we have the lowest unemployment rate since 1976.

Canada is widely regarded as one of the world's best countries in which to do business, ranking

fifth on *Forbes'* best countries for business list in 2018. And we have the world's highest proportion of working-age adults with a university degree—55 percent compared with an OECD average of 35 percent.

We have existing pockets of industrial strength, world-class researchers, technical expertise and commercialization know-how. And if we leverage these strengths, partnership, collaboration and innovation will occur at a level that will literally transform the Canadian economy.

We can create incredible entrepreneurial and competitive ecosystems like the ones found in places like Silicon Valley and Israel, leading to middle-class jobs for your generation, for our kids, and for generations to come.

So how do we make this transformation happen? Enter superclusters.

Imagine an ecosystem where businesses of all sizes, academic and research institutions, and other innovation actors collaborate to come up with bold new ideas. Being close together results in benefits throughout the entire economy, knowledge sharing and

collaboration. It drives competition and attracts companies from around the world to invest in Canada. This is a cluster.

A supercluster is an innovation hotbed on a much grander scale. It links clusters that share technologies, develop new in-



Innovation, Science, and Economic Development Minister Navdeep Bains writes that the government expects its \$950-million superclusters initiative will 'create more than 50,000 middle-class jobs for Canadians.' *The Hill Times* photograph by Andrew Meade

novations and infrastructure, and hire and cultivate a growing pool of talent. Superclusters create thousands of middle-class jobs and accelerate regional economies to the benefit of everybody.

That's why our government took an active role in challenging industry to come together with universities, colleges and not-for-profits to come up with the best pitches for Canadian superclusters. We committed to investing up to \$950 million in their ideas

on the condition they match it dollar for dollar.

The response to the challenge was impressive. It was collaboration on a scale I'd never seen before: more than 50 proposals

from over 1,000 businesses with over 350 partners, including 100 academic institutions.

In the end, we awarded funding to superclusters focused on the ocean economy (based in Atlantic Canada), artificial intelligence-powered supply chains (Quebec), next-generation manufacturing (Ontario), protein industries (Prairies) and digital technology (British Columbia).

Benefits from each of these superclusters are expected to ripple across Canada. We expect our investment will create more than 50,000 middle-class jobs for Canadians while fostering an innovation economy that will benefit all Canadians.

Of course, that is what this initiative is all about. We want to help create good middle-class jobs for today, for our kids, and for generations to come. The kinds of jobs you can build a life around.

If we can grow innovation superclusters across the country, new businesses will sprout up, investment will pour in and stable jobs will be ours for the taking.

That is how you galvanize communities, improve the standard of living and grow the economy—the kind of economy I want for my children and for yours.

Navdeep Bains is the minister of Innovation, Science and Economic Development and the Member of Parliament for Mississauga-Malton, Ont.

The Hill Times

Investing in health innovation helps Canada's economy, a no brainer

The economy will benefit as innovation leads to more growth. Researchers will benefit because they will be able to bring their research forward for everyone's benefit. It should be a no-brainer.



Paul-Émile Cloutier

Health innovation

The federal government says it wants to "make Canada a world-leading centre for innovation." That's a critically important goal for our country and one that we share. Innovation, and the pro-

ductivity growth it delivers, matters to all of us. Not only will success raise living standards through higher incomes; it will generate the wealth we need to sustain quality education, healthcare and the other things we value.

Often, when we speak of innovation, we use health examples, from insulin and the pacemaker to stem cells and wound diagnostics. It's why Canada's 1,251 hospitals, and especially our 40 plus research hospitals, are important partners in this national innovation agenda. Despite the major importance of healthcare in our economy and the capacity of our health sector for innovation, that potential is not getting the attention it deserves. Canada is missing glaring opportunities—it's why the health and life sciences sector must become a higher priority in the innovation agenda. It's time to recognize that investing in the health sector can be an important driver of economic growth and a major source of innovation.

Our research hospitals, are already a source of start-up companies that flow out of hospitals' own research facilities. It's where medical practitioners and scientists have the practical hands-on experience of dealing with an array of patients with a wide range of diseases and injuries. For instance, the University Health Network's research centres in To-

ronto (Toronto General Research Institute, Princess Margaret Cancer Centre, the Toronto Rehabilitation Institute, the Krembil Research Institute and the Techna Institute) are just one example.

Its research has led to recent spin-off companies, including Bresotec, which has technology for the accurate diagnosis of sleep apnea; AvroBio, which is developing gene therapy to treat rare diseases; and Northern Biologics, with therapeutic antibodies to treat cancer and fibrosis. There's also BlueRock Therapeutics, which is developing cell technology so that the body's own cells can replace dead, damaged or dysfunctional cells, focussing initially on Parkinson's disease and heart disease.

But this is not unique to the University Health Network in Toronto. At research hospitals across Canada, researchers are pursuing fundamental and applied research to improve the lives of patients and in many cases, to start companies that create good jobs and exports.

With an emerging global market for improved healthcare products, innovation from our research hospitals and their research institutes have great potential to improve global health. But this can also lead to successful businesses that can deliver an economic return as well, by creating and scaling up of new busi-

nesses based on the world-class research already being conducted in our research hospitals.

If we are to realize our full potential then changes are needed in public policy. One major stumbling block for research hospitals is that they have been excluded from directly accessing infrastructure funds to help update and expand their research centres. The current government did make our research hospitals eligible for access to the Strategic Investment Fund, but because of administrative requirements, our research hospitals have not been able to significantly tap into the infrastructure funding so far.

The House of Commons Finance Committee, in its recent report on its pre-budget consultations recognized this conflict and recommended that Finance Minister Bill Morneau in his next budget "support research hospitals by providing direct eligibility for infrastructure and innovation support and by increasing funding, over a four-year period, for investigator-led fundamental research."

Access to infrastructure funding is one issue. The other is the need for increased funding for research. As Dr. David Naylor pointed out in his recent report on science funding in Canada, inflation and neglect in funding research has seriously eroded the impact of research over the past

decade and we now face a critical situation where young researchers are unable to obtain the research funding they need—with the serious risk of brain drain if researchers are forced to leave Canada to continue their research.

At a time when Canada faces an urgent need for innovation success, the potential of our health sector needs greater recognition. We already have a strong base to build on. According to RESEARCH Infosource, Canada's top 40 research hospitals invested \$2.5-billion in research in 2016. Our researchers are much sought after, which is why research by major medical multinational is expanding in Canada. And we have shown we can create and grow Canadian health science companies.

For Canada to succeed in its aspiration to become a world-leading centre for innovation, all the potential players must be involved. Our health organizations are dynamic centres of innovation that have much to offer as major players, as their past and current achievements so clearly show. This is why it's urgent to bring our health organizations, with all their potential, front and centre into the critically important innovation agenda. Patients will benefit as new ideas are commercialized. The economy will benefit as innovation leads to more growth. Researchers will benefit because they will be able to bring their research forward for everyone's benefit. It should be a no-brainer.

Paul-Émile Cloutier is president and CEO HealthCareCAN, the national voice of hospitals and health organizations.

The Hill Times

Opinion



The air detachment crew members, pictured Oct. 6, 2107, aboard Her Majesty's Canadian Ship Charlottetown prepare the recovery of the CH-124 Sea King helicopter into the hanger during Operation REASSURANCE. Veterans Affairs Minister Seamus O'Regan says veterans' advocate Sean Bruyeva is leaving out specific facts about the federal government's Pension for Life program to suit his own agenda. Photograph courtesy of DND

Time for a reality check on veterans' benefits: O'Regan

Our government made a promise to veterans that we would reinstate a pension for life for those injured during service to their country. That is not rhetoric. That is not politics. That is the mandate that I received from Prime Minister Justin Trudeau and it is what we delivered this past fall.



Veterans Affairs Minister Seamus O'Regan

Veterans

Our government made a promise to veterans that we would reinstate a pension for life for those injured during service to their country. That is not rhetoric. That is not politics. That is the mandate that I received from Prime Minister Justin Trudeau and it is what we delivered this past fall.

Monumental and progressive changes like these can be very complex as they come into effect. And that is precisely why I have been travelling across the country to meet with veterans and their families to hear their concerns and clarify our Pension for Life program.

Once we sat down and discussed Pension for Life, the reception has been positive. We know how important it is to do right by our veterans and

we are committed to doing just that.

But let me be very clear: individuals like Sean Bruyeva, who are stating mistruths about Pension for Life and are leaving out parts of our programs, are doing so to suit their own agenda.

So let's dig into the recent opinion piece by Mr. Bruyeva published in *The Hill Times*. He incorrectly states that those receiving "Pension Act benefits collect more in pain and suffering payments" than those who will be eligible for Pension for Life. The truth is, Pension Act benefits were more than pain and suffering compensation. The Pension Act had a dual purpose as both economic and non-economic compensation. If Mr. Bruyeva were to have honestly compared our Pension for Life program, he would have taken into account the Income Replacement Benefit (IRB) that our plan offers which is 90 per cent of a veteran's pre-release salary. And to a veteran who was making \$60,000 annually while in the Armed Forces, that is an important cheque to them and their families each month.

The piece also misstates that all "injured Canadian Forces veterans, under all three plans essentially have access to the same income loss." I am sure Mr. Bruyeva is aware that the earning loss benefit (ELB) of 75 per cent is not the same as 90 per cent, which was an increase to the income supports that was made by our government. We are also indexing that injured veteran's salary to inflation and including a one per cent career progression factor if they are unable to work.

The piece also notes that veterans "feared the government would merely offer the lump sum dissected and distributed over time." I am happy to allay those fears as this does not happen under Pension for Life. For example, if you look at the chart included, which is factual, a 25-year-old veteran who is 100 per cent disabled will be far better off under our new

plan. Before our government came to power, that veteran would have received a lump sum for pain and suffering of \$314,700. Under our new plan, they are projected to receive \$1.29-million, tax-free and in monthly payments for life. And that is regardless of gender. While the piece makes the baseless claim that female veterans "will receive

lower monthly payments," I can assure all veterans that if they are injured, they will receive the same support that their sisters and brothers receive for life.

While there are numerous other errors in the opinion piece, I want to focus on just one more: the misconceived notion that veterans who qualify for Pension for Life "will receive less than" what they would have previously. Let me be clear—NO veteran will receive less than what they are receiving today and most will be receiving more.

It is clear that veterans are better off now than they were before. We have invested \$10-billion of new money into services and supports for veterans, we reopened

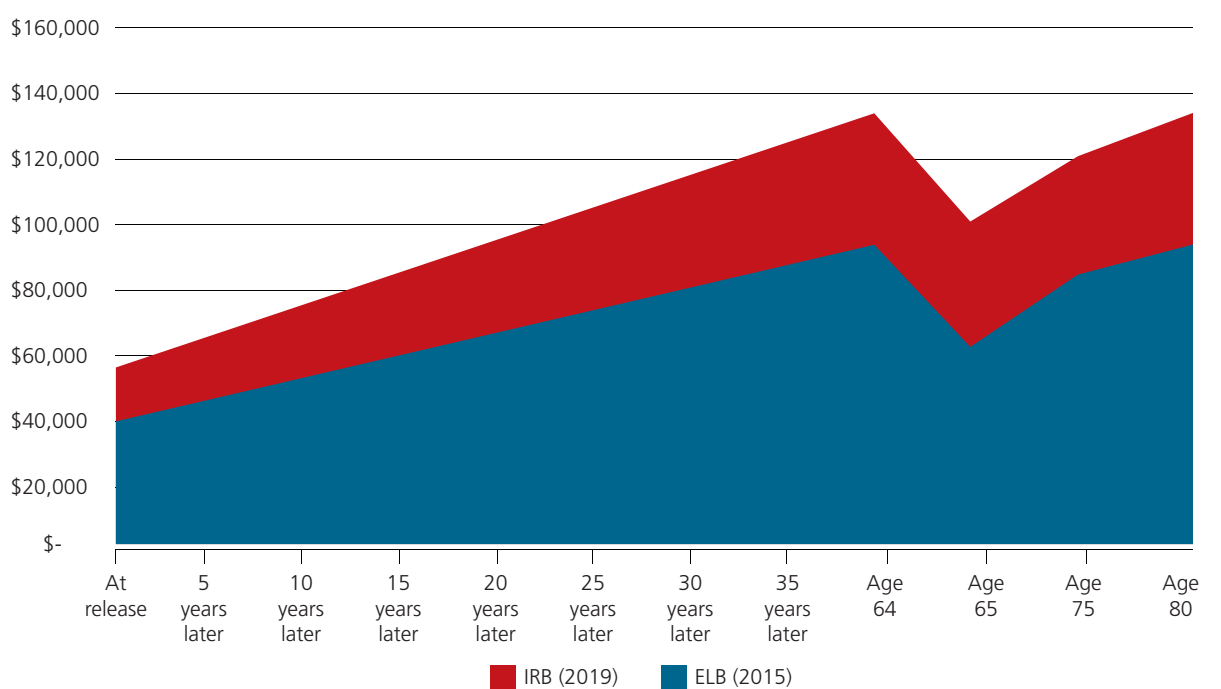
nine Veterans Affairs offices across the country and we have hired more than 460 new staff.

We have also introduced an Education Benefit of up to \$80,000, introduced a Caregiver Recognition Benefit of \$1,000 a month (which is payable directly to the caregiver), enhanced our Career Transition Services and invested into numerous other programs that directly benefit Veterans and their families.

Frankly, the truth is much simpler to understand: our government is committed to supporting Canada's veterans.

Veterans Affairs Seamus O'Regan also represents St. John's South-Mount Pearl, N.L. *The Hill Times*

25 year old with three years of service and a salary of \$60K at release



25 year old with three years of service and a salary of \$60,000 at release

	At Release	10 years later	20 years later	30 years later	At Age 64	At Age 65	At Age 80	Net Present Value of lifetime Benefit
IRB (2019)	\$54,000	\$72,571	\$94,717	\$115,459	\$137,985	\$98,847	\$133,035	\$2,943,265
ELB (2015)	\$45,000	\$54,855	\$66,868	\$81,511	\$97,414	\$69,553	\$93,610	\$1,669,436
Difference	\$9,000	\$17,717	\$27,849	\$33,948	\$40,571	\$29,293	\$39,425	\$1,273,829

Under the previous regime, this veteran would have received \$1.67-million over their life. Under the new regime, they will receive an additional \$1.27-million, nearly doubling their benefit. —Source: Veterans Affairs Canada

Strong methane rules will bring health, job, and environmental benefits

The Canadian government must ensure that any provincial approach achieves equal or greater reductions than what the federal regulations would provide.



Tim Gray, Jerry Dias & Kim Perrotta

Opinion

Federal regulations to reduce methane emissions from oil and gas facilities will soon be finalized. Reducing methane pollution has important health, environmental and job benefits, which is why these regulations must be implemented quickly and be at least as ambitious as our neighbours in the U.S.

First of all, methane emissions from oil and gas facilities are often linked with many other chemicals that can be very harmful to human health. When methane is vented from, or leaks out of, wells, pumps, pipelines, and other equipment at oil and gas facilities, a number of other harmful chemicals can escape too.

Some of these chemicals, such as hydrogen sulphide, present immediate safety concerns because they can accumulate to high concentrations in confined spaces or low lying areas and cause accidental deaths. This is a significant concern for workers at oil and gas facilities, but it can also be a concern for people who live near those facilities.

Other chemicals, such as nitrogen oxides and volatile organic compounds (VOCs), contribute to smog that aggravates the lungs and eyes. In addition, a number of VOCs can be directly toxic. Benzene, for example, is a well known carcinogen that can increase the risk of cancer at very low doses.

Action taken to reduce methane emissions will protect human health by reducing the release of all of these air pollutants.

Second, methane is a potent greenhouse gas, more than 80 times more powerful than carbon dioxide for a period of 20 years after its release. Because

of methane's ability to increase temperatures over the short term, reducing emissions can have near-immediate positive impacts by avoiding warming and keeping the planet further away from dangerous climate change impacts.

The flip side is that methane is also a resource that we continue to depend upon. After all, methane is the main component in natural gas, which many Canadians use to heat their homes and utilities burn to produce electricity.

So every methane leak from an oil and gas facility represents a wasted resource. Every oil and gas company that uses pumps or compressors that intentionally release methane as part of normal operations is throwing money out the window.

The Government of Alberta alone is losing \$21-million in royalty revenue every year because of the methane that is allowed to

escape from oil and gas facilities. The methane that is lost to the atmosphere from Canadian oil and gas operations could heat almost every home in Alberta.

Reducing methane emissions also has another economic benefit: job creation. Detecting and repairing methane leaks involves hiring highly skilled workers. So does replacing equipment that intentionally leaks with newer, existing equipment that doesn't.

There are more than 180 companies operating in Canada that work to reduce methane emissions in the oil and gas sector. Some have expanded operations in U.S. states that passed methane regulations years ago. All are waiting for Canadian regulations to provide

to the atmosphere can be reduced at no net cost. That's because the value of the methane that is captured and sold into the market pays for existing, non-leak technology and the additional workers needed to install it.

And that's why the methane regulations proposed by the federal government will result in \$11.7-billion in net benefits to the Canadian economy. It's also why a number of large, global oil and gas companies, including ones that operate in Canada, have voluntarily committed to actions that would reduce methane leaks and intentional releases.

For all these reasons—health, environmental and job benefits—methane regulations at oil

and gas facilities should be welcomed. The federal government must remain committed to achieving its methane emission reduction target by passing regulations as soon as possible that are as strong or stronger than those proposed last spring. Just as importantly, the Canadian government must ensure that any provincial approach achieves equal or greater reductions than what the federal regulations would provide.

Tim Gray is executive director of Environmental

Defence. Jerry Dias is national president of Unifor. Kim Perrotta is executive director of the Canadian Association of Physicians for the Environment. The Hill Times photograph by Andrew Meade

Defence. Jerry Dias is national president of Unifor. Kim Perrotta is executive director of the Canadian Association of Physicians for the Environment.

The Hill Times

It's time to protect Canadians from toxic chemicals, say Canada's scientists

The review of CEPA offers a once-in-a-generation opportunity for Canada to tackle pollution and enhance the health of Canadians. Canada should not settle for anything less.



Bruce Lanphear

Opinion

In 2018, nearly 600,000 Canadian children will be suffering from asthma, 200,000 school-aged children will be living with ADHD, and 17,000 Canadians will die too early because of air pollution and asbestos. Toxic chemicals are also linked with other diseases, like heart disease and preterm birth. This is why I and over 500 scientists sent a letter to the prime minister to modernize Canada's toxics law, the Canadian Environmental Protection Act (CEPA).

Diseases linked with toxic chemicals are on the rise among Canadians. Hormone-related cancers of the breast, thyroid and testicles are becoming more prevalent. Male fertility is rapidly in decline, learning disabilities are affecting more children every year.

The mounting litany of disease linked with toxic chemicals and pollutants is the product of a regulatory failure that has, for far too long, failed to keep up with science and protected business interests at the expense of

people's health.

Toxic chemicals are ubiquitous in Canadians' blood and body tissues—from heavy metals, like lead and mercury, to hormone disruptors, like flame retardants and phthalates.

Canada's outdated toxics law neglects the cumulative impact of toxic chemicals, such as phthalates and PFCs—which reduce testosterone and thyroid hormones in humans—and has allowed toxic chemicals to be used in foods, food packaging, clothing and cosmetics.

Remember the ban on bisphenol A (or BPA) in baby bottles? Not only was BPA simply replaced by compounds that may be just as toxic, BPA continues to be added to the inner lining of food cans and thermal paper used for receipts.

In fact, Statistics Canada's most recent health measures data show that nine out of every ten Canadians, including young children, are exposed to the toxic chemical BPA every single day.

While Canada continues

the same opportunities at home.

Many of the solutions for reducing methane leaks are either free or very cheap. Almost half of the methane emissions that companies acknowledge are vented



Environment Minister Catherine McKenna. The federal government must remain committed to achieving its methane emission reduction target by passing regulations as soon as possible that are as strong or stronger than those proposed last spring. The Hill Times photograph by Andrew Meade

Reversing the burden of proof on toxic chemicals known to cause cancer, brain-based disorders, heart disease and reproductive health problems, will help to eliminate the most dangerous chemicals, promote innovation and "green" chemistry. Informing consumers about the presence of toxic chemicals in consumer products will lead to healthier choices and safer substitution of toxic chemicals. Establishing mandatory national standards for air quality will ensure all Canadians are equally protected from the debilitating effects of air pollution.

Adopting these recommendations will put Canada on the right track to modernize its pollution laws and truly protect people, especially the most vulnerable from the threats of toxic chemicals. The review of CEPA offers a once-in-a-generation opportunity for Canada to tackle pollution and enhance the health of Canadians. Canada should not settle for anything less.

Bruce Lanphear, MD, MPH, a professor in the faculty of health sciences at Simon Fraser University, is creating videos showing how our health is inextricably linked with the environment and elevating efforts to prevent disease.

The Hill Times

Book Review

Former Labour whip tells it like it is in *How to be a Government Whip*

British Labour MP Helen Jones' book is filled with tips for whips and aspiring disciplinarians. Her frank advice is illuminating and fun. The content is easily of interest to a Canadian audience. It makes for a fascinating read for those in the political game.



Alex Marland

Book Review

ST. JOHN'S, N.L.—Winning, advancing an agenda, message coordination, protecting the brand—all of this is paramount for party strategists. In Canada, we see evidence of the supremacy of the party over individuals all the time. The power of the leadership hierarchy is on full display whenever a candidate or elected representative is pushed out in the face of controversy. Otherwise, most of the methods that party officials use to get their way are cloaked in secrecy.

Enter Helen Jones and her book about what goes on behind the scenes with party whips. She has been a Labour Member of

Parliament in the U.K. for more than 20 years. Jones was an assistant government whip when Gordon Brown was that country's prime minister. *How to be a Government Whip* is filled with tips for whips and aspiring disciplinarians. Her frank advice is illuminating and fun. The content is easily of interest to a Canadian audience. It makes for a fascinating read for those in the political game and those of us on the outside who imagine what life is like in party politics.

Excellent political books are well-written, insightful and tell it like it is. They teach broad lessons. They avoid reminiscing about isolated events and limit name dropping. On those scores, Jones knocks it out of the park. She is forthright, shocking, informative, plainspoken and funny. "You are not there to pander to people's egos or to be their best friend," she writes on page 125. "You're a whip and these people are not going to like you. Get used to it."

What does a whip do? Pressure MPs to show up to vote how the party leadership wants. Enforce punctuality. Be on call 24/7. Recommend the use of private members' bills on issues that are too divisive for the party to advance. Employ procedural moves to avoid intra-party conflict, such as the strategic rescheduling of amendment debates. Be calm when there is turmoil. Find ways to boost parliamentarians' morale. Use all available tools to get your way, from awarding preferred committee spots and better office space, to begging for favours. As a members of a whip's office, Jones counsels, you must "always support your colleagues, even if their decision is wrong" (page 115). Presenting a united front is sacrosanct.

How to be a Government Whip categorizes different types



It's not personal: Helen Jones reminds us that being a whip is a thankless task. Dying in office is the only way to get public adulation, but she doesn't recommend it and suspects that after a token minute of silence the party would be thinking about filling the seat. Wry quips and wit make reading *How to be a Government Whip* a delight, writes Alex Marland. Photograph courtesy of Wikipedia

of parliamentarians. This helps a reader reflect why so many people in the business of politics feel that party discipline is necessary. The votes of unquestioning loyalists can be taken for granted. Moreover the party faithful will eagerly snitch on misbehaving colleagues. Others need to be brought in line. Serial rebels champion the interests of their constituency over the party. People with a conscience take principled stands on issues. Quasi-academics feel that party discipline is anti-democratic. Celebrities have no intent of abiding by norms of party behaviour. Most ominously, plotters are disgruntled members of the caucus, and they scheme ways to hasten the party leader's exit. To keep everyone in line, Jones recommends that a whip "make it clear in your unsubtle, bruising, whip's way that people who wish to be promoted do as they are told and attend when they're asked" (page 43). It is a point that she impresses over and over.

The book is so filled with advice that repetition is its most glaring weakness. Many of the ideas presented in the first chapter are explored again later on. Yet the writing style is sufficiently engaging that it hardly matters. Occasional repetition leaves you craving new information, wishing that Jones would dispense further tidbits.

Among those opinions is her frustration with ministers and bureaucrats, who do not get off lightly. There is tension between ministers and whips because

ministers feel that a whip is a spy for the leadership circle. For their part, whips believe that weak ministers get pushed around by the public service. A whip interferes by questioning a department's policy plans and by overriding the minister's schedule. Jones recalls a time that a whip needed to get a longwinded minister to stop talking. The whip passed a note demanding that the minister "Shut the f**k up now!" (page 75). Tension and tenacity are part of the job. There is no need for deferential treatment of the cabinet.

Throughout *How to be a Government Whip*, Jones makes her subject out to be half ringleader, half bully. Peppering a book with advice to "save your kindness for small children and old ladies" (page 149) will do that. She advises that a whip must "accept that there are occasions when the job requires you to be heartless, not to care about who you humiliate, or the damage you may inflict" (page 147). I imagine that a decade after her time in the position that a whip's power is in flux. There are fewer perks to dangle. The trend is to elect rather than appoint committee members. Participants on junkets must weigh the allure of an all-expenses paid trip against the scrutiny of their travel

expenses being posted online. Expectations are growing for a respectful workplace culture. Parliament is becoming more family friendly. Tolerance of bullying is declining. MPs are presumably more likely to challenge the fairness of sanctions. Presumably all of these circumstances encourage whips to be evermore diplomatic than dictatorial.

If a whip has less clout today then why is party discipline still so strong in Canada? I think that partisans are indoctrinated that they must project the image of a united team. In each Parliament, incumbents and new MPs are acutely aware of the backlash that awaits those who are publicly offside with their party or leader. As more parliamentarians practise self-discipline there is less need for whips to argue for group cohesion.

James Walker, the Liberal Party of Canada's chief whip in the mid-1960s, once lamented that three blocks from Parliament Hill nobody has heard of the whip. This month his current successor and the deputy government whip are holding closed door meetings with Liberal MPs and staffers to discuss sexual harassment (*The Hill Times*, Feb. 12). They and their counterparts across Canada would benefit from Jones' sharp wit and blunt advice, though it must be placed in current context.

Ultimately, we are reminded that being a whip is a thankless task. Dying in office is the only way to get public adulation (page 272). Jones doesn't recommend dying for the sake of political popularity. She reasons that after a token minute of silence the party will be thinking about filling your seat. Wry quips and wit make reading *How to be a Government Whip* a delight.

Alex Marland is the author of *Brand Command: Canadian Politics and Democracy in the Age of Message Control* (UBC Press), which last May won the Donner Prize for best public policy book by a Canadian. He is a professor of political science

at Memorial University of Newfoundland.

How to be a Government Whip, by Helen Jones, Biteback Publishing, 2016, *The Hill Times*



How to be a Government Whip, by Helen Jones, Biteback Publishing, 2016

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THE HILL TIMES POLICY BRIEFING

FEBRUARY 26, 2018

TRANSPORTATION

FCM

CALLS FOR OTTAWA TO ENSURE
MONEY EARMARKED FOR NEW TRADE,

TRANSPORTATION CORRIDOR FUND

SPENT ON LOCAL PRIORITIES
IN RURAL, NORTHERN COMMUNITIES

UPDATE ON TRANSPORTATION 2030

CHANGES TO

NAVIGATION PROTECTION ACT

WILL ADD MORE RED
TAPE AND COSTS FOR
EVERYONE

STRONG, INTEGRATED, MODERN

TRANSPORTATION SYSTEM
'FUNDAMENTAL'
TO CANADA'S FUTURE
PROSPERITY: GARNEAU

FOR
TRANSPORTATION
SAFETY BOARD
INVESTIGATORS
'WHAT HAPPENED'
IS ONLY PART OF
THE STORY: FOX

Transportation Policy Briefing

‘This government is making historic infrastructure investments across Canada through a 12-year \$186-billion plan,’ says Garneau

Transport Minister Garneau introduces the government’s overarching transportation plan, Transportation 2030, in Nov. 2016.

BY MARCO VIGLIOTTI

Transport Minister Marc Garneau has some heavy lifting to do with a few signature pieces for the Trudeau government’s environmental agenda.

Most notably, Mr. Garneau’s (Notre-Dame-de-Grâce-Westmount, Que.) department is responsible for taking the lead on legislation barring crude oil tankers from traversing British Columbia’s ecologically sensitive North Coast, working with provincial and territorial governments to increase the number of zero-emission vehicles in Canada, and lowering the carbon footprint of northern transportation systems.

The transportation sector is one of the biggest sources of emissions in Canada, and reducing its carbon footprint will go a long way in determining the success of the Trudeau government’s plans to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030.

Reducing emissions and fostering cleaner growth in the industry is a major component of Mr. Garneau’s overarching reimagining of the country’s transportation landscape, his Transportation 2030 plan. The multi-decade plan promises to focus on five key areas to bring about substantial changes to the sector: the traveller, waterways, coasts, and the North; trade corridors to global markets; green and innovative transportation; and safer transportation.

Under the auspices of this plan, Mr. Garneau has, among other policy changes, introduced a passenger’s bill of rights, new

transparency and efficiency measures for the freight rail industry, and loosened international ownership restrictions for Canadian air carriers—and that’s all just in the sweeping Transportation Modernization Act, known formally as Bill C-49.

The *Hill Times* reached out to Mr. Garneau to get the latest scoop on his expansive file.

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

What is the federal government doing on the northern transportation adaptation initiative? What can we expect to see from the initiative in the near future?

“Transport Canada’s launched its Northern Transportation Adaptation Initiative in 2011 to support the efficient, safe, and environmentally friendly northern transportation systems in light of the effects of a changing climate. Budget 2017 with \$6.9-million in funding, the Northern Transportation Adaptation Initiative until 2020-2021, to increase the capacity of Northerners to adapt transportation infrastructure to these effects.

“As one of the federal actions supporting adaptation in vulnerable regions under the Pan-Canadian Framework for Clean Growth and Climate Change, the Northern Transportation Adaptation Initiative continues to support a range of research, development, and capacity-building activities.

“These include: collecting climate change-related data essential to understanding related impacts on northern transporta-

tion; generating basic knowledge about the interactions between permafrost or changing sea ice patterns and transportation infrastructure and operations; pilot testing adaptation techniques and practices; and providing training.

“Over the next three years (2018-19 to 2020-21), over \$3.7-million in grants and contributions will support the priorities of northern partners. A further \$1.5-million will enable Transport Canada to conduct research, convene stakeholders, publish information, and work with federal partners to support projects aligned with the program’s objectives.

“Some results we expect from the Northern Transportation Adaptation Initiative are that: northerners will better understand the impacts of climate change on transportation infrastructure; research and development activities will help address technical challenges of adapting northern transportation infrastructure; and northerners will have access to the information, tools and guidance to strengthen decision-making.

“The initiative is supported by networks of expertise that help guide research and development activities. The networks’ membership includes representation from governments, academia, and industry.

groups: the traveller; waterways, coasts and the North; trade corridors to global markets; green and innovative transportation; and safer transportation

“These themes are guiding concrete actions the Government of Canada has been taking and will continue to announce further into the Government of Canada’s mandate. The Transportation 2030 website shows progress to-date under each theme.

“Transportation 2030 will ensure Canadians benefit from a safe, reliable, clean, and efficient transportation system for moving people and goods for years to come. I’ve introduced a number of bills before Parliament this session:

“The Strengthening Motor Vehicle Safety for Canadians Act (Bill S-2) is a major step in improving road safety. This act provides the minister of Transport with new powers and the ability to: order a company to recall a vehicle to correct a defect; order a company to pay for the cost of repairs so consumers don’t bear the cost; order a company to conduct tests on a vehicle and to provide the results back to the minister; order a company to fix a new vehicle before it’s sold; and negotiate a settlement with a company which is alleged to be in violation of the Motor Vehicle Safety Act.

“The Wrecked, Abandoned or Hazardous Vessels Act (Bill C-64) would proactively deal with wrecked, abandoned, or hazardous vessels. This bill would also bring the Nairobi International Convention on the Removal of Wrecks, 2007 into force of law in Canada. It is one of several measures the Government of Canada has committed to deliver-

ing and implementing under the Oceans Protection Plan.

“The Wrecked, Abandoned or Hazardous Vessels Act would: prohibit vessel abandonment; strengthen owner responsibility and liability for hazardous vessels and wrecks, including costs for clean-up and removal; and empower the Government of Canada to take proactive action on hazardous vessels before they become more costly to Canadians.

“Preventing abandoned vessels and reducing the impacts from wrecked and hazardous vessels will improve environmental protections and increase economic opportunities through tourism and fishing. At the same time, these actions will reduce local threats to human health and safety while protecting our coastlines and clean water for generations to come.

“The Oceans Protection Plan is creating a world-leading marine safety system, while preserving

our ecosystems, creating strong Indigenous partnerships and engaging coastal communities, and investing in research to ensure decisions are evidence based.

“The Transportation Modernization Act (Bill C-49) would promote transparency, system efficiency and fairness.

“Key measures would: establish new air passenger rights; liberalize international ownership restrictions for Canadian air carriers to provide travellers with more choice through increased competition; improve access, transparency, efficiency, and sustainable long-term investment in the freight rail sector; and increase the safety of transportation in Canada by requiring railways to install voice and video recorders in locomotives.

“The Tanker Moratorium Act (C-48) is delivering on its promise to formalize a crude oil tanker moratorium on the North Coast. This bill would protect this incredible environment that coastal and Indigenous communities call home, and ensure clean water for our kids and grandkids. It would require the minister to publish a notice of exemption and make it accessible to the public on the internet or by any other means that he or she considers appropriate.

“An Act to enact the Impact Assessment Act and the Canadian Energy Regulator Act, to amend the Navigation Protection Act and to make consequential amendments to other Acts (Bill C-69) would amend the current navigation legislation to create a new Canadian Navigable Waters Act to better protect Canadians’ right to travel our vast network of waterways.”

Ontario is moving forward with its own high-speed rail line. Is the federal government considering providing any financial support for the prospective line? Is the federal government weighing plans for any future high-speed rail lines in Canada?

“This government is making historic infrastructure investments across Canada through a 12-year \$186-billion plan. These investments are aimed at creating economic growth, social inclusion, and reducing greenhouse gas emissions. The Government of Canada is developing the best approach to delivering a safe, secure, efficient, and reliable passenger rail service in Canada and is working with VIA Rail to fully assess options. The proposed high-speed rail link between Toronto and Windsor is an interesting project which we are examining alongside our municipal and provincial partners.”

In that light, what is the government’s thinking on VIA Rail’s plan for a dedicated rail line to serve the busy Toronto-Ottawa-Montreal triangle? Can we expect to see funding from the government for this dedicated line, or will it entirely come from private sources, or event the new Infrastructure Bank?

“Budget 2016 announced funding for an in-depth assessment of VIA Rail’s Quebec-Windsor Corridor high-frequency rail proposal. That assessment is well underway and we expect to come to a decision on the proposal this year. We have made no funding



Transport Minister Marc Garneau says his Transportation 2030 plan will ‘ensure Canadians benefit from a safe, reliable, clean and efficient transportation system for moving people and goods for years to come.’ *The Hill Times* photograph by Andrew Meade

“The department is working with partners to identify priorities for new research and development projects, and hopes to have some news to share on this front soon.”

We’ve heard a lot of talk from the Liberal government about how it will modernize Canada’s transportation systems, but what has that translated to on the ground for Canadians? What changes can Canadians expect to see before the next election in 2019?

“A strong, integrated and modern transportation system is fundamental to Canada’s continuing economic performance and competitiveness.

“On Nov. 3, 2016, I presented his strategy for the future of transportation in Canada: Transportation 2030.

“Transportation 2030 is based on the five themes of consultation with Canadians, stakeholders, provinces and territories, academia, and Indigenous

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Ottawa→Québec City	Up to 8	482 km	5 h 23 min	4 h 39 min	\$488	\$44	\$444
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*30 minutes was added to the total travel time by car in order to account for traffic and bad weather en route.

**The total cost to the taxpayer of travelling by car is calculated based on the following formula: \$ cost of travelling by car (Treasury Board kilometric rate for Ontario of \$0.55/km for car travel by a government official X total distance travelled) + \$ employee-related cost (average hourly rate of \$48/h for a government employee, based on a salary of \$100,000 per year including employee benefits X travel time) = \$ total cost to taxpayer.

***The value of travelling by train is calculated based on the following formula: \$ cost of travelling by car – \$ cost of travelling by train = \$ taxpayer savings.

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Transportation Policy Briefing

Changes to Navigation Protection Act will add more red tape and costs for everyone

The Liberals' proposed changes to the Navigation Protection Act will make infrastructure projects more expensive.



Conservative MP Kelly Block

Opinion

A part of Bill C-69, an Act to enact the Impact Assessment

Act and the Canadian Energy Regulator Act, to amend the Navigation Protection Act and to make consequential amendments to other Acts, which has garnered little media attention is part three and the sweeping changes to the Navigation Protection Act.

Buried within this omnibus bill (400-plus pages) are changes which will impact, not only industry stakeholders and resource development proponents but also municipal and provincial governments and even private citizens who may want to build a structure on or over any body of water deep enough to float a canoe or kayak.

When the previous Conservative government made changes to what was then the Navigable Waters Protection Act, the changes were primarily designed to reflect that the Act's purpose was to protect navigation as other legislation exists which protects the environment and our lakes, rivers and oceans.

With Bill C-69, the Liberals are

reversing these common sense changes.



Canada's federal Transport Minister Marc Garneau. The Hill Times photograph by Andrew Meade

For starters, C-69 changes the name of the Navigation Protection Act (NPA) to the Canadian Navigable Waters Act. While seemingly cosmetic, this change captures

the refocusing of this Act on the protection of waters rather than on protecting navigation.

While this new Act maintains the schedule of waters, originally created in the NPA, C-69 creates new rules and regulations which will apply to all navigable waters, even those not listed on the schedule. (Note: The term "a navigable water" is code for any body of water that can float a canoe or kayak.)

Anyone who will have a reason "to construct, place, alter, rebuild, remove or decommission a work ... in, on, over, under, through or across any navigable water," should be concerned with these changes.

While it appears pipeline

and provincial governments.

This new act will add layers of regulation and red tape for infrastructure projects. Of course, the cost to deal with all the new red tape will be passed along to municipal rate payers and provincial tax payers.

Besides the guaranteed added red tape and costs which will be borne by a project proponent, this bill opens the door for any individual, group and/or special interest to delay a project.

As an example, the new rules include providing an opportunity for anyone to express a concern over a work's impact on navigation. The proponent of the project is then obligated to resolve the concern and take additional steps if the individual who filed the complaint feels their issue was not adequately addressed.

So, if you want to protest a pipeline or a two lane bridge the Liberals are making it easier, through Bill C-69, for anyone to delay or add cost to a project. This will not be good for Canadian taxpayers or for the Canadian economy.

I believe the Liberals' proposed changes to the Navigation Protection Act will make infrastructure projects more expensive. They will increase regulations and costs for industry project proponents thereby discouraging investment, economic growth and future job opportunities for Canadians. Conservatives will stand up for Canada's municipalities, provinces and job creating industry stakeholders.

Conservative MP Kelly Block, who represents Carlton Trail-Eagle Creek, Sask., is her party's transport critic.

The Hill Times

For Transportation Safety Board investigators, 'what happened' is only part of the story: Fox

Long after the question of 'what happened' has been answered, it's the 'why' that will lead to improvements, and help ensure that the lessons of one tragedy are used to avoid similar accidents in future.



Kathy Fox

Opinion

Whenever investigators from the Transportation Safety Board (TSB) deploy to the scene of an accident, we seek to answer two basic questions: what happened, and why. To do that, we need information. But too often we run into an old problem: for many aircraft, there are no cockpit voice, video, or data recorders—no "black boxes"—required onboard. Information contained in these recording devices is especially important when there are no witnesses or survivors and wreckage is too damaged to be of assistance.

Last month, the TSB released its investigation report into a fatal 2016 aviation accident in Îles-de-la-Madeleine, Quebec. Fortunately for investigators, the pilot had developed and installed a lightweight recorder of sorts, even though it was not required by regulation. It was an initiative that proved invaluable, providing the TSB with cockpit audio along with acceleration and GPS data—in short, allowing us to piece together a detailed history

of the flight.

But without this recording device, we might never have learned what happened. Just as important, we wouldn't have been able to rule out other hypotheses that were considered during the course of the investigation.

Looking ahead, the TSB will release its investigation report later this year into another highly publicized air accident—that of a privately operated Cessna C500 Citation that crashed minutes after departing the airport in Kelowna, B.C., in October 2016. As we have already said publicly, that aircraft was not required to have any recorders onboard, and the absence of data has made investigators' work particularly challenging.

The need for data, however, goes well beyond aircraft. In the marine industry, numerous vessels (depending on their size and area of operation) are already required to be equipped with Voyage Data Recorders, which track and record many of

the same vehicle performance parameters as their aviation equivalents. And draft legislation is currently proposing to modernize Canada's railway industry, by introducing locomotive voice and video recorders. Bill C-49, which has recently completed a second reading in the Senate, would require their installation in the cabs of lead locomotives operating on main track, and it would permit access to those recordings to Transport Canada and to the railway companies, but only under specified conditions.

The TSB has been calling for voice recorders in locomotives since 2003. Today marks the sixth anniversary of the fatal crash of VIA Rail 92, which derailed just outside Burlington, Ont., in 2012—killing the three crew inside the locomotive and leaving dozens of passengers injured. It was following that accident that the TSB first called for the adoption of in-cab video recorders, in order to better understand the interactions of crew, especially as audio alone can sometimes be in-

conclusive. This is particularly true when it comes to understanding issues such as crew interaction, task saturation, workload management, stress, fatigue, or distraction.

The benefits of all this information are obvious: once safety deficiencies have been identified, TSB investigators can communicate them to industry, to the regulator, and to all Canadians. Furthermore, recordings should also be available to operators to pro-actively identify systemic issues that need to be addressed, before they lead to an accident. We also recognize that employees may have privacy concerns, which is why it is so important to implement the necessary safeguards to balance the rights of workers with public safety interests.

Nonetheless, there are still many aircraft—not to mention vessels and locomotives—that are not yet required to carry some form of recorder. It's time that changed. As technology continues to make it easier and cheaper to capture and store more data, the TSB will continue to push for access to more of the kind of information that helps us do our job. Because long after the question of "what happened" has been answered, it's the "why" that will lead to improvements, and help ensure that the lessons of one tragedy are used to avoid similar accidents in future.

Kathy Fox is chair of the Transportation Safety Board of Canada.

The Hill Times

Transportation Policy Briefing

Update on Transportation 2030

I am optimistic about the potential benefits of innovation in transportation. New technologies will help us 'green' the transportation sector, which produces almost a quarter of the greenhouse gas emissions in Canada.



Marc Garneau

Opinion

The Government of Canada has a vision of a cutting-edge transportation system. It's called Transportation 2030.

The goal is to create a safe, secure, innovative transportation system that promotes trade and economic growth, a cleaner environment and the well-being of Canadians

We are making steady progress towards those goals.

In May of last year, I introduced Bill C-49, the Transportation Modernization Act. This is a critical step toward modernizing Canada's transportation system. It would amend the Canada Transportation Act and other legislation governing the air, rail and marine sectors.

The proposed legislation would, first of all, create a world-leading air passenger rights regime that is fair and balanced, with consistent standards for treatment and compensation. Secondly, it would relax international ownership limits from 25 per cent to 49 per cent for Canadian air carriers, which would stimulate competition and reduce the cost of travel. Thirdly, it would ensure a more streamlined and predictable approach to the consideration of airline joint venture applications and that would enhance connectivity. Finally, it would allow larger airports to apply for increased access to Canadian Air Transport Security Authority services and smaller airports to get screening services.

On the rail side, as part of Bill C-49, our government has introduced legislation for a more transparent, balanced, and efficient rail system. The freight rail measures in the bill would promote fair access to dispute resolution processes, system efficiency, long-term investment, and transparency. As part of this legislation, Transport Canada is also moving forward to mandate the installation of voice and video recorders in the cabs of locomotives. In addition to Bill C-49, and as part of Transportation 2030, we are also working towards the harmonization of safety standards and regulations between the U.S. and Canadian rail systems.

A major element in Transportation 2030 is the Oceans Protection Plan. At \$1.5-billion over five years, the Oceans Protection Plan is the largest investment ever made to protect Canada's coasts and waterways.

Through the Oceans Protection Plan, we are building a world-leading marine safety system while preserving our ecosystems. We are forging stronger partnerships with Indigenous peoples and engaging coastal communities, industry and other stakeholders. And we are learning more about the oceans.

Over the last year, the Government of Canada has introduced a number of new initiatives under the Oceans Protection Plan.

These measures include new legislation, Bill C-64, to remove abandoned boats and dilapidated and wrecked vessels from our waters; and research to find ways to protect Canada's whales. We are also taking steps to better manage marine traffic and make navigation safer for users of our waterways and less harmful to the environment.

Recently, the Government tabled Bill C-69, An Act to enact the Impact Assessment Act and the Canadian Energy Regulator Act, to amend the Navigation Protection Act and to make consequential amendments to other Acts. Bill C-69 proposes a \$1.01-billion plan with better rules for the review of major projects, so as to protect our environment, fish and waterways. Bill C-69 amends the current navigation legislation to create a new Canadian Navigable Waters Act to better protect Canadians' right to travel our vast network of waterways.

Our transportation infrastructure needs

updating. The most recent federal Budget allocated at least \$10.1-billion over 11 years for trade and transportation infrastructure projects. This includes the establishment of a National Trade Corridors Fund to help build stronger, more efficient transportation corridors to international markets.

A portion of the Corridors Fund will go to addressing transportation infrastructure needs in Canada's territorial North. This funding will be used to address critical safety needs, improve the flow of supplies to local communities, and facilitate economic development in the region.

I am optimistic about the potential benefits of innovation in transportation. New technologies will help us "green" the transportation sector, which produces almost a quarter of the greenhouse gas emissions in Canada. More than 80 per cent of those emissions come from cars and trucks. That's why Transport Canada is focused on the use of alternative fuels and working with others to develop a Zero Emission Vehicle Strategy. We believe Canadian innovations, like hydrogen rail applications in public transit, will be a key factor in accelerating the transition to a low carbon economy.

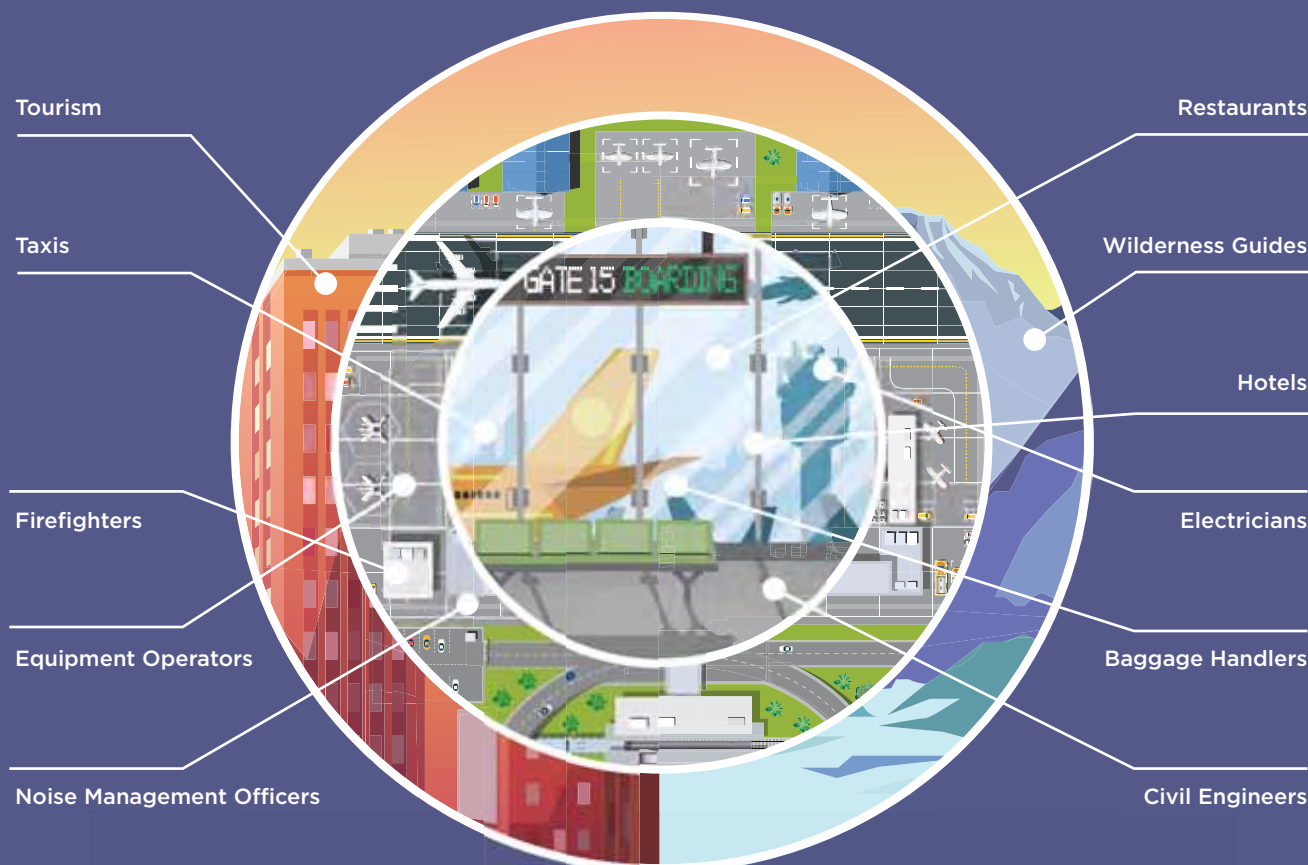
My department is also proposing improvements to the Motor Vehicle Safety Act to give the government new and better tools to keep Canadians safe on the road. This legislation will get royal assent soon. But automotive technology is continuously evolving, and we are already looking at ways we can prepare for the safe introduction of connected and automated vehicles.

Transportation 2030 is serving as our road map to the future.

Transport Minister Marc Garneau represents Notre-Dame-de-Grâce-Westmount, Que.

The Hill Times

IN THE TERMINAL, ON THE RUNWAY, OR IN THE COMMUNITY,
CANADA'S AIRPORTS GENERATE 355,000 JOBS.



Transportation Policy Briefing

Bill C-49 expected to help clear freight rail delays, say stakeholders

Seen as an overhaul of the Transportation Act as well as others, the bill will also introduce a passenger bill of rights in the air transportation industry and allow port authorities to borrow from the Canada Infrastructure Bank.

BY EMILY HAWS

Bill C-49 may be best known among the broader public for introducing the much-hyped air travellers' passenger rights bill, but provisions in the sweeping legislation on freight rail are expected to help level the playing field between railway companies and those that use them to ship products.

The bill, which sources told *The Hill Times* is a massive, multi-faceted piece of legislation affecting many pre-existing laws, overhauls all sorts of regulations in the Canadian transportation sector. For air, it outlines a passenger bill of rights for air carriers to adhere to, and changes the regulations around foreign ownership. For marine, among other provisions, it will allow local port authorities to access loans from the Canadian Infrastructure Bank.

There are at least 13 provisions in the bill related to the rail industry, including requiring rail companies to put voice and audio recorders in their locomotives to monitor safety practices; requiring major railway companies to provide the transport minister and the Canadian Transportation Agency (CTA) rates, service and performance data; and create new remedies for shippers who can only access one railway company because interswitching is not available.

The changes will also allow shippers and rail companies to agree on a date where the product must make it to its destination, and impose penalties for delays.

One of the biggest issues for the grain industry, for example, is that railroad delays cause delays in exporting product as cars are ordered by grain companies but don't arrive. This impedes payment, said Jeff Nielsen, president of the Grain Growers of Canada, and can undermine the reputation of Canada as a grain-producing country.

He said one farmer has a contract to have his grain shipped in November, and is still waiting for delays to shipment can occur. The farmer "kind of expected to be moved by now...to meet financial commitments," said Mr. Nielsen, adding he has operating lines of credit and fertilizer bills to pay off.

The longer ships wait for product, the more impatient customers get in taking those orders. If Canadian grain is not reliable, customers might turn to other parts of the world, he said, adding that in some cases grain companies, which buy the grain from farmers and negotiate with rail companies, are not accepting new contracts from farmers because of the backlog.

"We've literally been held hostage to get our products to our customers," he said.

James Clements, a vice president of the Canadian Pacific Railway, said this ability to impose penalties just formalizes what has already occurs.

Of the delays, Mr. Clements said the rail company has been mostly on track this year, but more recent delays have been caused by adverse weather. Mr. Nielsen said rail companies

should better plan for winter, while Mr. Clements said producers should expect delays as it takes more resources to run trains, and clearing crews need to be available to move snow off the tracks.

"It's a bit like saying congestion happens on the [Highway] 401 every morning, and if you want to move on the 401 in the morning, you got to be prepared for congestion versus the middle of the afternoon," Mr. Clements said.

Patrick Waldron, a spokesperson for the Canadian National Railway (CN), said in an emailed statement there were certain provisions they were concerned could have unintended consequences, but overall, capacity is the single biggest issue facing all supply chains.

"Canada needs a stable transportation regulatory framework to support long-term private sector investment in trade-enabling infrastructure," said Mr. Waldron, adding CN will invest \$3.2-billion to enhance safety and increase efficiency this year, which in turn would help with congestion.

CN has been blamed for the majority of the slowdown in grain shipments, and Mr. Waldron said that "approximately 90 per cent of CN's Western Canadian hopper car fleet is covered by commer-



Transportation Minister Marc Garneau, pictured here in November 2017, is the sponsor of C-49, which looks to overhaul numerous regulations affecting Canada's transportation industry. The bill is currently being studied in the Senate. *The Hill Times* photograph by Andrew Meade

cial contracts between CN and grain customers," and that market driven forces "have been the key underpinnings enabling investment and innovation in Canada's rail sector."

During Senate testimony, Sean Finn, an executive vice-president of CN, added their network is more "akin to a bus service rather than a taxi service" as "often, a shipper will request service on Tuesday morning at 9 a.m. with 42 rail cars. We have to explain that we serve many customers on the same line."

The bill also changes the CN Commercialization Act to increase the maximum proportion of voting shares of the Canadian National Railway Company that can be held by any one person to 25 per cent. It's currently 15 per cent and Mr. Waldron noted this change is "a positive first step to correcting the uneven playing field" between companies. The bill also requires the CTA to set interswitching rates annually by Dec. 1 of each year, creating a standardized process.

Interswitching is the process of different carriers handing off cars to each other. Long haul interswitching has also been a source of contention, with rail companies asking the government to ensure Canadian rail remains competitive.

All sides said they were looking forward to the bill's speedy passage, and Senate Transportation Committee Deputy Chair and Liberal Senator Dennis Dawson (Lauzon, Que.) said the study should be complete by mid-March. The bill had its third reading in the House of Commons on Nov. 1, and passed its first and second readings in the Senate on Nov. 2 and Dec. 8, respectively.

Efficiency paramount to railway customers

Mr. Clements said the rail company had no issue providing more data to the government related to rates, service and performance, but said there should also be the ability for the companies to explain delays, as it's not always factors they can control. A provision in the bill also would also require certain railways companies to provide information respecting the movement of grain specifically.

"An example could be we might be holding rail cars on a siding somewhere and not moving them, and the data would show a slower railcare movement," he said. "But it might be because the wrong type of grain is needed at the port, and there's not space in a grain elevator in a port to store it." Decisions like this are often collectively made by the supply chains, he added, but he did not bring

up the amendment to the Senate due to time constraints.

Normally a service delay ends with customers switching service provider, said Brendan Marshall, of the Mining Association of Canada, but mining is almost entirely dependent on rail, and it's often subject to a monopoly because of location.

Being dependent on one rail company means there is the possibility of service delays, as rail companies only keep as many cars stocked for use as is economically viable, and that sometimes parties cannot determine a contract, leaving the mining company hostage.

The best way to fix the problem is C-49's provision that would compel rail companies to release data related to rates, service, and performance, said Mr. Marshall. Transparency allows mining shippers to prove their case when it is having a problem and seeking a remedy as outlined in the act, such as final offer arbitration. This process has the two parties submit their pro-

posal, and an arbitrator chooses which one wins in a zero-sum outcome.

The provision increases the maximum amount for the summary process to \$2-million and by making a decision of an arbitrator applicable for a period requested by the shipper of up to two years. Mr. Marshall wants shippers to be "given a right to a costing assessment to inform the best and most reasonable outcome from a final arbitration process."

"At present, the common practice is for costing assessments only to be disclosed to the shippers and the railways if the railway agrees to have that and they never do," he said, adding it frustrates the process. "A costing assessment is an important part of arriving at what a reasonable contract would be."

When asked about the ability to impose contract penalties, Mr. Marshall said although the idea sounds good, it's unrealistic for mining. One of his members recently incurred \$50-million in losses due to shipping delays, he said, and doubts it will get that amount back from the rail company.

The act also changes the maximum entitlement revenue so that the CTA would "make the determination of a prescribed railway company's maximum revenue entitlement on or before December 31 of the following crop year." Mr. Clements also applauded the changes.

The entitlement is calculated based on the company's revenues for the movement of grain, the amount of grain involved, and the number of miles the company hauls the grain, on average, and was implemented in 2000 to replace maximum freight rates. Mr. Nielsen said soybeans should be included as part of calculations to the entitlement, as they are an emerging crop in Canada's prairies. Fellow committee member Sen. Diane Griffin (Prince Edward Island) agreed, as it allows for preferential rail shipping rates.

Recording seen as a privacy, safety concern

The instalment of video and voice recorders in locomotives for better safety has been contentious between labour groups and railway companies, and is thought to improve safety practices and provide more information to the Transportation Safety Board in the event of an incident. Chris Roberts of the Canadian Labour Congress, said they understand the safety argument, but say there is no evidence to prove the initiative works.

"There's all kinds of concerns around the privacy rights that rail employees are being asked to give up, that all other Canadians, and all other workers, enjoy under Canada's privacy legislation," he said.

However, Mr. Clements said the rail company would only be using the recordings to sample safety practices. It wouldn't be used for managers to spy on employees, he said, but determine preventable human factors to crashes before they occur.

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Strong, integrated, modern transportation system 'fundamental' to Canada's future prosperity: Garneau

Continued from page 22

decision at this point, but the Government of Canada will consider several funding options."

What is the federal government doing to help connect more Canadian communities by rail and/or water?

"Further to our Transportation 2030 vision, the federal government is working to ensure that Canada's transportation system is safe, reliable, and makes it easy for people to reach their destinations, with a focus on better connections. For example, we are studying VIA Rail's high frequency rail proposal, which has the potential to improve rail connection for intercity passengers in the Windsor-Quebec City corridor. We are also making significant investments to support extending by rail service. For example, the Government of Canada announced a \$1.28-billion contribution to Montreal's Réseau Express Métropolitain light rail system."

What's the latest scoop you can give us on how Ottawa is helping the energy efficient transportation sector?

"While each mode of transport faces unique challenges, each working to

achieve energy efficiencies and improve the environmental performance of the transportation system."

"The rail sector has taken a number of steps to improve the efficiency of its operations. Two examples are: better matching locomotive horsepower to the tonnage being transported, and reducing network congestion. As reported under the Railway Association of Canada's Locomotive Emission Monitoring Report, the amount of fuel consumed in 2015 for overall rail freight traffic was 41.7 per cent below 1990 levels.

"For marine transportation, Canada has adopted a number of International Maritime Organization (IMO) measures to reduce air pollutant and greenhouse gas emissions from ships. Canada and the United States worked with the IMO to designate an Emission Control Area in North American coastal waters that imposes stricter standards on emissions from ships including oil tankers, cargo ships and cruise ships when operating in this zone. IMO Member States are working to begin a number of initiatives including a new cap on sulphur, and are developing a comprehensive strategy to further reduce greenhouse gas emissions from ships. Transport Canada also worked with Canadian

ports to develop emission inventories and identify opportunities for efficiencies, and supported shore power technology projects to allow ships to plug instead of idling their engines in while in port.

"The aviation sector has been improving fuel efficiency through measures under voluntary agreements with the Government of Canada since 2005. The International Civil Aviation Organization has also made significant progress to address international aviation emissions. It has finalized: a carbon dioxide (CO₂) standard for new airplane; and a carbon offsetting and reductions scheme for international aviation that ensures carbon neutral growth from 2020. The scheme will allow operators to use sustainable aviation fuels to reduce their carbon offsetting obligations.

"For the road sector, support for the use of more energy-efficient light and heavy-duty vehicles, includes a zero-emissions vehicle strategy. The Government of Canada is developing a strategy with provincial and territorial governments and other stakeholders, to increase the number of zero-emission vehicles on the road.

"Transport Canada's initiatives are consistent with those in the Pan-Canadian Framework on Clean Growth and Climate Change, and measures undertaken by other departments to achieve emissions reductions across all sectors of the economy, including transportation. These include Environment and Climate Change Canada's pricing carbon pollution, and developing a clean fuel standard and regulations to limit emissions from light-duty and heavy-duty vehicles."

Finally, can you discuss the sort of investments made by the government in Canadian ports and small craft harbours?

"The government of Canada has invested more than \$700-million since 2005 in various infrastructure projects at

Canada Port Authorities. Recent examples include: \$12.5-million for the multi-use Terminal 13 at the Port of Trois-Rivières, which opened in 2017; up to \$43-million for the Viau container terminal in Montreal, which opened in 2016, to increase shipping container capacity; up to \$6.4-million at the Port of St. John's for construction of mooring, servicing, and vessel off-loading infrastructure, announced in fall 2016; up to \$68.3-million at the Port of Saint John for their Westside Modernization project to expand and enhance port terminals to accommodate larger vessels, announced in summer 2016; close to \$250-million in our West Coast ports to help improve the efficiency of our important trade corridors across British Columbia, including the Lower Mainland in Vancouver, on Vancouver Island, and at the growing Port of Prince Rupert.

"In addition, in 2017, the government announced: an investment of up to \$16.35-million over five years in the Transportation Assets Risk Assessment initiative to: identify the climate risks to federal transportation assets, which may include major ports, and better understand potential ways to mitigate these risks. More than \$7-million in funding for Transport Canada's Abandoned Boats Program and a separate Fisheries and Oceans Canada Abandoned and Wrecked Vessels Removal Program at small craft harbours owned by Fisheries and Oceans Canada. These programs will support coastal communities and other eligible recipients in removing and disposing of high-priority, smaller abandoned vessels and wrecks.

"The Abandoned Boats Program also includes funding to support: education and outreach to help inform vessel owners of their responsibilities, and research into vessel recycling and design for the environment."

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MORE RAIL: PART OF THE CLIMATE CHANGE SOLUTION

Governments can do more to fight climate change by fostering rail transportation and identifying opportunities to invest in railway infrastructure.



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Transportation Policy Briefing

FCM calls for Ottawa to ensure money earmarked for new trade, transportation corridor fund spent on local priorities in rural, northern communities



Transport Minister Marc Garneau. The FCM is calling on the federal government to ensure funding earmarked for trade and transportation corridors is spent on locally identified priorities in rural and northern communities. *The Hill Times* photograph by Andrew Meade

The recommendation is one of dozens included in the Federation of Canadian Municipalities' pre-budget submission, and comes in tandem with sustained pushes from the advocacy body to ensure local players are setting the priorities for Ottawa's multibillion dollar infrastructure plans.

BY MARCO VIGLIOTTI

Canada's national association of municipalities is calling on the federal government to ensure funding earmarked for trade and transportation corridors is spent on locally identified priorities in rural and

northern communities, including "airport, marine and road projects that promote economic development."

The recommendation is one of dozens included in the Federation of Canadian Municipalities' pre-budget submission to the federal government publicly released on Feb. 21, and comes in tandem with sustained pushes from the advocacy body to ensure local players are setting the priorities for Ottawa's multibillion dollar infrastructure plans.

"Budget 2018 can build on FCM's efforts to champion rural, northern and remote priorities as long-term nation-building priorities. While we certainly welcome the new rural and northern infrastructure fund, other funding streams under the whole Investing in Canada Infrastructure Plan, including the Trade and Transportation Fund must also help address local needs," said Jenny Gerbasi, FCM president and deputy mayor of Winnipeg.

"FCM believes that the Trade and Transportation fund should be designed and delivered in a way that enables municipal projects that support national and regional economic objectives, including projects in rural and northern communities. This can be done through eligibility criteria, and streamlined project selection and reporting requirements."

The Liberals were elected to office in 2015 after running a campaign largely centred on promises to go into deficit to finance billions more in infrastructure spending. The rationale for the investments was largely two-fold: the traditional talking points about how the investments would improve quality of life for residents and the need to jumpstart the lagging Canadian economy.

But as the freshly elected Liberal government set about crafting new programs and schemes to ensure infrastructure money would flow to the right projects, municipal, provincial, and territorial governments and other advocates called on Ottawa to ensure the diverse needs of rural and remote communities were properly reflected.

Collectively, the Trudeau government has pledged \$186-billion over 12 years for infrastructure projects, including \$2-billion over 11 years specifically set aside for rural and northern communities—an incredibly diverse criteria that could apply to everything from a new road reaching the Arctic Ocean to a bridge in central Newfoundland.

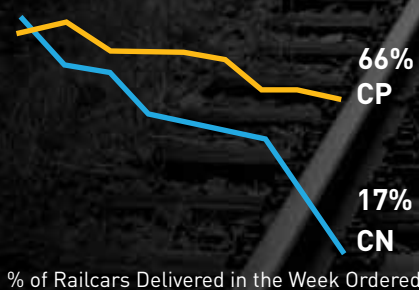
In the 2017 budget, the Liberals further outlined their infrastructure programme by announcing \$10.1 billion over 11 years for a trade and transportation projects. Of that total, \$2-billion, also over 11 years, has been specifically allocated to help get Canadian products to market, under the new Trade and Transportation Corridors Initiative.

According to the budget, the funding initiative is meant to reduce bottlenecks in high-traffic ports of entry, and "better con-

Continued on page 29

Rail service for grain farmers is plummeting.

Rail Performance



% of Railcars Delivered in the Week Ordered

When our grain doesn't move, we don't get paid.



Pass Bill C-49 Now

@GrainGrowers #moveourgrain #passc49

Transportation Policy Briefing

Continued from page 28

nect” rail and highway infrastructure that “delivers economic growth across Canada.”

In the budget, the government specifically says the funding is targeting “congestion and inefficiencies” at marine ports like Vancouver and Montréal—highlighting the two, respectively, as gateways to the Asian and European markets—and along the “busiest rail and highway corridors around the Greater Toronto Area and other urban centres across the country.”

The fund is also charged with looking for improvements to the “flow of supplies to northern communities,” and unlocking “economic development in Canada’s three territories.”

However, the FCM wants to make sure any money allocated under the program for rural and northern communities address their needs first and foremost.

“Rural, northern and remote communities offer unique ways of life and help fuel our national economy. But many also face formidable challenges providing the infrastructure and services that sustain daily life and commerce,” reads the pre-budget submission from the FCM, which counts over 2,000 municipalities as members.

“FCM stands ready to work with this government to ensure federal investments, programs and policies reflect the diverse realities, risks and opportunities of rural, northern and remote communities.”

“Let’s work together to help build the kinds of communities where young people choose to stay and raise their families— and where new generations of Canadians come in search of a distinct quality of life, and to make their own lasting contributions.”

Building in rural and remote communities is seen as costlier and more complex than elsewhere in Canada. This is largely because of limited transportation options, the need to bring in employees and/or contractors from outside the area, vast distance from suppliers, and for some, severe weather conditions.

Given these circumstances, the federal government is offering to put up 75 per cent of funding for projects in the three northern territories, but that excludes countless other communities in the rural and remote category outside those borders. And in a sprawling country like Canada, there are lot of communities that fit the bill.

Then there’s that \$2-billion set aside specifically for rural and remote communities. That’s supposed to be allocated over 11 years and divvied up over hundreds of different municipalities from coast to coast.

However, the Liberals are quick to note that these municipalities are still eligible to apply for funding under many of the other infrastructure streams. So while the fund is an exclusive resource for them, it’s hardly their only option.

When reached for comment, Brook Simpson, press secretary to Infrastructure Minister Amarjeet Sohi (Edmonton Mill Woods, Alta.), said that in recognition of the needs and challenges of rural and remote municipalities, the government has also increased the federal cost share for projects in communities of under 5,000 people from 50 to 60 per cent.

“As we move forward with bilateral negotiations with our provincial and territorial partners to allocate \$33 billion in funding, municipalities will continue to play a key role in helping to build the strong, sustainable, and inclusive communities Canadians deserve,” he said in an emailed statement.

He added that the government’s 12-year infrastructure plan was designed in consultation with its partners, including the FCM, and has already led to the approval of more than 4,000 projects with a combined investment of more than \$35 billion.

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In the 2017 budget, the Liberals announced \$10.1 billion over 11 years for a trade and transportation projects. Of that total, \$2-billion has been specifically allocated to help get Canadian products to market, under the new Trade and Transportation Corridors Initiative. *The Hill Times file photograph*

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News PC leadership race



It's on: The Ontario Progressive Conservatives will choose their new leader on March 10. Five candidates are vying for the party's top job, including Patrick Brown, Tanya Granic Allen, Christine Elliott, Doug Ford, and Caroline Mulroney.
The Hill Times photographs by Andrew Meade

Brown team changing gears from crisis management to formal leadership campaign mode with lightning pace

Pollster Greg Lyle says it's not possible to predict if Patrick Brown has a realistic shot at winning the Ontario PC leadership, at this time, because it's unknown how the party membership at large feels about the cloud of controversies over Mr. Brown's head.

Continued from page 1

now believe his name "has been cleared" and are now putting Mr. Brown on ground, trying to get PC Party members—his so-called "grassroots" supporters—to vote for him in the leadership race, with its winner to be announced on March 10.

"We went from issues management to reputation management

to the midpoint of a leadership campaign," said Ms. Mills.

She said the tone messages of support for Mr. Brown from PC Party members had changed from demanding "due process" to supporting him in his bid to take back the leadership.

"Until he was actually green lit, we couldn't convert that support to endorsement or support in a legitimate way. We didn't have that green light. Today, [Feb. 22] is really day one for us. We got the phone banks out, we're campaigning, we're door knocking, we're doing all of that."

Ms. Mills wouldn't say whether the private investigators hired by Mr. Brown are still secretly scouring around for information related to the allegations against him, but asserted that "we've been exonerated" and that "you can't sit in the past."

The dramatic saga began on Jan. 24 when CTV aired a story in which two women accused Mr. Brown of sexual misconduct. Both women were teenagers at the time of the alleged incidents, which date back to when Mr. Brown was a Conservative MP.

The first accuser, who had just graduated high school at the time

of the alleged incident, more than a decade ago, accused Mr. Brown of plying her with alcohol before trying to get her to perform oral sex on him. The second, a former constituency staffer, said Mr. Brown had kissed her and laid on top of her when she was drunk and he was sober, calling it a sexual assault.

Minutes before the CTV report aired, a disheveled Mr. Brown denied the allegations and said he would stay on as leader in a 70-second news conference held at Queen's Park, scrambling off without taking questions. Five of Mr. Brown's top aides: campaign manager Andrew Boddington, chief of staff Alykhan Velshi, Ontario PC press secretary Nick Bergamini, and deputy campaign managers Dan Robertson and Joshua Workman, immediately announced their resignations over social media.

Hours later, Mr. Brown stepped down as party leader shortly after the PC caucus indicated it couldn't collectively support his leadership. MPP Vic Fedeli took over as interim party leader on Jan 25, and Mr. Brown remained in caucus.

A new leadership race was called on Jan. 26, and Mr. Fedeli pledged to root out the "rot" allegedly gripping the party. Mr. Velshi jumped back to the opposition leader's office, joining Mr. Fedeli as his chief of staff.

Party executive director Bob Stanley, who oversaw the nominations process and was blamed by some for riding candidate controversies, was fired under Mr. Fedeli. On Jan. 28, party president Rick Dykstra resigned after *Maclean's* published an explosive piece later that day in which a former federal Conservative staffer alleged Mr. Dykstra had sexually assaulted her in his apartment in 2014, when he was still an MP.

Mr. Fedeli had also emailed the Tory caucus to say that the party had roughly 67,000 fewer members than the 200,000 Brown claimed to have a month ago. Two nomination contests were also overturned.

Signing up in the race to replace Mr. Brown were 2015 leadership race runner-up Christine Elliott, former Toronto city councillor Doug Ford, PC riding candidate Caroline Mulroney, and

anti-sex-ed activist Tanya Granic Allen.

Meanwhile, Conservative MP Alex Nuttall (Barrie-Springwater-Oro-Medonte, Ont.) told reporters in the House foyer on Jan. 31 that he thought Mr. Brown's departure was an "inside job" formulated by party elites.

Mr. Brown stayed out of the public spotlight for almost two weeks until he posted on Twitter on Feb. 6 that the "truth will come out." He gave his first interview since his resignation to Postmedia on Feb. 9, calling the accusations "absolute lies." He said the first accuser's story did not occur and that the second woman had moved to kissed him, and not vice-versa.

Mr. Brown mounted a publicity campaign, hiring B.C.-based conservative communications strategist Ms. Mills to assist him, and began making appearances at public events. Ms. Mills also told radio host Evan Solomon on Feb. 12 that Mr. Brown had hired "forensic" private investigators and a legal team.

She later clarified on Twitter that with every crisis she manages, she advises the legal team to "bring in investigators, especially when the accusation has not been filed with police."

Ms. Mills told *The Hill Times* on Feb. 16 that she had received "hundreds" of messages telling her "how supportive they are, how impressed they are to see such a vigorous defence, that this has changed the game, that they understand the work that went into uncovering the truth." She said the burden is on him to prove his innocence.

CBC, *National Post*, and the *Toronto Sun* each published articles that cast doubt on certain aspects of the two accusers' story, interviewing several of Mr. Brown's acquaintances. CTV has strongly defended the tenacity of its reporting, although the first accuser, who initially told the news outlet that she had been in high school at the time of the alleged incident, later said she was not. However, both women have stood by their stories and their core allegations.

Mr. Brown had also said his resignation letter was sent without his permission, although audio recordings from his meeting with caucus the night of his resignation and interviews with two of his former top aides suggested he had agreed to step down.

On the morning of Feb. 16, Mr. Fedeli booted Mr. Brown from PC caucus. That afternoon, in a shocking rebuke to Mr. Fedeli and others who believed his return to prominence would hurt the party, Mr. Brown signed up to run as a candidate in the leadership election.

Continued on page 31

Conservative MPs Gladu, Tilson say Brown should not have entered PC leadership contest

Continued from page 30

Walking out of the PC Party headquarters in Toronto that day, Mr. Brown said he believe he had cleared his name. Ms. Mulroney, Mr. Ford, and Ms. Granic Allen each put out statements expressing disappointment and disagreement with Mr. Brown's decision. Ms. Elliott has said Mr. Brown should be able to run if he cleared his name.

Ontario NDP Leader Andrea Horwath told reporters at the national NDP convention on Feb. 17 that the PC Party has shown it isn't ready to take the reins of the province, calling the race "disconcerting" and not "what the people of Ontario deserve." Ontario Premier Kathleen Wynne has not commented on Mr. Brown's entry into the race so far.

Mr. Brown received endorse-



Rookie Conservative MP Marilyn Gladu is supporting Christine Elliott in the Ontario PC leadership contest. *The Hill Times* photograph by Andrew Meade.

members took abroad.

The Globe and Mail also published a story on Feb. 19, suggesting Mr. Brown had attempted to make a \$375,000 deal with a man who would later be an acclaimed PC candidate in Brampton, with statements showing the same dollar amount landing in his bank account a month later.

Mr. Brown has pushed back against the allegations, posting to social media a second affidavit signed days later that voided the original deal and said a former staffer had stolen personal documents from him. He also called the allegations in Mr. Hillier's complaint false, posting to social media on Feb. 22 a written response suggesting his financial transactions and spending showed no wrongdoing.

In interviews last week, two federal Conservative MPs who have endorsed Ms. Mulroney and Ms. Elliott for the Ontario leadership campaign told *The Hill Times* that they didn't believe Mr. Brown would win the leadership contest because of the ongoing controversies regarding alleged sexual harassment, financial improprieties, party memberships, and nomination contests.

"I personally don't think that he's going to be winning," said rookie Conservative MP Marilyn Gladu (Sarnia-Lambton, Ont.), who is supporting Ms. Elliott. "I know he thinks that, but I don't think so."

Five-term Conservative MP David Tilson (Dufferin-Caledon, Ont.) agreed.

"I just don't think, at this particular time with all of what's going on, that it's fair that he simply be re-elected," said Mr. Tilson, who served as Ontario PC MPP from 1990-2002, before entering federal



Conservative MP Phil McColeman is supporting Patrick Brown in the PC leadership contest. *The Hill Times* file photo.

politics in 2004.

"I don't think it's appropriate that he be re-elected the leader for all the reasons the media talked about."

Ms. Gladu said that Mr. Brown should not have run in this leadership contest as all the media and public attention is focused on him, and the controversies he's been dealing with. She said Mr. Brown's candidacy is a distraction for the leadership contest and is counterproductive for the party, especially when the provincial election is only four months away.

"Since he has announced that he's in the leadership race, all the press has been about him, and I think that's very distracting for the leadership race," said Ms. Gladu.

Three-term Conservative MP Phil McColeman (Brantford-Brant, Ont.), who is supporting Mr. Brown, disagreed with the opinion that Mr. Brown should not have run in the leadership contest because of the cloud of controversies he's been dealing with.

"They're [Ms. Gladu and Mr. Tilson] entitled to their opinions, as I'm entitled to mine," said Mr. McColeman, adding that he's been campaigning for Mr. Brown in his riding but declined to say if he will be able to deliver the riding for his preferred candidate.

Mr. McColeman said that it's very difficult to predict the outcome of the leadership race at this time because of the circumstances under which the contest was triggered. He predicted that it's going to be a "hard fought" and "competitive" race.

"In this particular campaign, it's hard to say which one of the candidates will emerge [as the winner], it really is difficult," said McColeman. "I'll be dead honest, this is going to be really hard fought in the sense that there's a broad range of good, talented people here to choose from, and I really don't have a sense of who the winner is going to be, whether it's Patrick or one of the others."

Both Mr. McColeman and Mr. Brown were caucus colleagues from 2008 to 2015, and have been friends since that time. Mr. McColeman said that whoever wins the leadership, the party will stand behind that person.

Pollster Greg Lyle of Innovative Research said that it's not possible to predict definitively if Mr. Brown has a realistic chance of winning the leadership race. He said that it's unknown what the grassroots party members make of the of the controversies surrounding Mr. Brown.

"There's a lot of flashing yellow lights on him as a candidate, but as it stands today, he's still viable," said Mr. Lyle.

"Nobody knows what those members think?"

All MPs and political insiders interviewed for this article said that endorsements from Parliamentarians and high-profile public figures provide momentum and credibility to leadership candidates. But, at the same time, they pointed out that these endorsements are only helpful if the endorsees actively campaign and deliver votes for their preferred candidates.

"They're generally still used to suggest a candidate has momentum. If five MPs endorse one leadership candidate, two endorse another, people run the face analysis: well they have three more, they're further ahead, that must be good," said Tim Powers, vice chairman of Summa Strategies, in an interview with *The Hill Times*.

"That's what you try to do when you're in a campaign. You use these endorsements as momentum tools. Do they really mean anything? They only mean something if the MP and his or her team are able to mobilize people in their district and other areas to vote. Endorsements don't win you leadership races. People voting do. So you want to turn those endorsements into actual advocates who are getting out on the phone, doing events for you, signing up voters. That's where they can matter."

Ms. Gladu said she's been campaigning in her riding for Ms. Elliott, but said that there are "no guarantees" that her preferred candidate will win the riding.

"There're no guarantees in politics, but I will do everything in my power to make sure that Christine Elliott has got strong support in Sarnia-Lambton," said Ms. Gladu.

All three MPs said the turmoil in the Ontario PC Party is not going to affect the federal party, as the two operate in different political arenas. Mr. McColeman described the civil war in the PC party as "democracy in practice." He said the turmoil is "not unique," and referred to the examples of the federal Liberal Party which went through political infighting under former party leaders Stéphane Dion, and Michael Ignatieff. Mr. Dion led the party in the 2008 federal election, and Mr. Ignatieff in 2011, and in both cases, the Liberals lost to the Stephen Harper Conservatives.

"It's not unique in the sense that lots of parties go through internal disagreement on issues on process and on policy so how is this any different," Mr. McColeman said. "This is people seeing things from a different lens, and now they have to work through coming together."

The PC Party is leading the pack in public support despite the ongoing controversies, according to an Ipsos poll, reported by Global News on Feb. 21. The poll revealed that the Ontario PCs have the support of 38 per cent of Ontarians, followed by the Liberals with 29 per cent, the NDP 26 per cent, while 18 per cent of poll respondents said that they were still undecided. The online poll of 802 Ontarians was conducted between Feb. 15-19, and had a margin of error of plus or minus four percentage points, 19 times out of 20.

In the GTA area that carries 70 of the 124 seats up for grabs in the June 7 provincial election, 26 per cent of the respondents said they would support the PCs, 17 per cent NDP, and 16 per cent Liberals, according to the poll.

Meanwhile, Ms. Mills told *The Hill Times*, that after being approved as the party candidate, the Brown campaign now is going full steam ahead, but said it was too early to gauge how much support he had across the PC party members province wide.

Ms. Mills said there's more support since he was green-lit with messages of encouragement going from demanding "due process" to supporting his leadership bid. "But until he was actually green lit, we couldn't convert that support to endorsement or support in a legitimate way. We didn't have that green light. Today is really day one for us. We got the phone banks out, we're campaigning, we're door knocking, we're doing all of that. We'll know in three of four days where we stand."

Ms. Mills predicted that if Mr. Brown won the leadership on March 10, the caucus would stand behind him, because it would be the decision of the grassroots members.

"If Patrick wins the leadership, the membership has spoken," said Ms. Mills.

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Ontario Conservative MPs Endorsing PC Leadership Candidates

CHRISTINE ELLIOTT:

- Marilyn Gladu (Sarnia-Lambton, Ont.)
- Erin O'Toole (Durham, Ont.)
- Michael Chong (Wellington-Halton Hills, Ont.)
- Scott Reid (Lanark-Frontenac-Kingston, Ont.)

CAROLINE MULRONEY:

- Peter Van Loan (York-Simcoe, Ont.)
- Lisa Raitt (Milton, Ont.)
- David Tilson (Dufferin-Caledon, Ont.)
- Rob Nicholson (Niagara Falls, Ont.)
- Diane Finley (Haldimand-Norfolk, Ont.)
- Guy Lauzon (Stormont-Dundas-South Glengarry, Ont.)
- Gord Brown (Leeds-Grenville-Thousand Islands and Rideau Lakes, Ont.)
- Tony Clement (Parry Sound-Muskoka, Ont.)
- David Sweet (Flamborough-Glanbrook, Ont.)

PATRICK BROWN:

- Alex Nuttall (Barrie-Springwater-Oro-Medonte, Ont.)
- Phil McColeman (Brantford-Brant, Ont.)
- Ben Lobb (Huron-Bruce, Ont.)

WON'T ENDORSE:

- John Brassard (Barrie-Innisfil, Ont.)
- Larry Miller (Bruce-Grey-Owen Sound, Ont.)
- Karen Vecchio (Elgin-Middlesex-London, Ont.)
- Bruce Stanton (Simcoe-North, Ont.)
- Peter Kent (Thornhill, Ont.)

EXPECTED TO ENDORSE:

- John Nater (Perth-Wellington, Ont.)
- Jamie Schmale (Haliburton-Kawartha Lakes-Brock, Ont.)

WON'T SAY:

- Harold Albrecht (Kitchener-Conestoga, Ont.)
- Dean Allison (Niagara West, Ont.)
- Colin Carrie (Oshawa, Ont.)
- Cheryl Gallant (Renfrew-Nipissing-Pembroke, Ont.)
- Dave MacKenzie (Oxford, Ont.)
- Kellie Leitch (Simcoe-Grey, Ont.)
- Bob Saroya (Markham-Unionville, Ont.)
- Bev Shipley (Lambton-Kent-Middlesex, Ont.)
- Dave Van Kesteren (Chatham-Kent-Leamington, Ont.)
- Pierre Poilievre (Carleton, Ont.)

News Patrick Brown

Brown's leadership campaign team includes old and new faces —some with deep federal ties

The Patrick Brown crisis management-turned-leadership campaign team includes strategists active in Canadian conservative circles, close friends of Mr. Brown, and the son of Postmedia owner Paul Godfrey.

BY JOLSON LIM

Working to clear his name amid allegations of sexual misconduct and financial impropriety, and now trying to force his way back to political relevance, embattled Independent MPP-turned-leadership candidate of the Ontario Progressive Conservatives Patrick Brown has assembled a crack team of “ride or die” political operatives to help him muscle his way back to becoming party leader.

Mr. Brown, a former Conservative MP, who resigned as leader of the Ontario PC Party hours after CTV aired a story on Jan. 24 in which two women accused him of sexual misconduct, was green-lit to run in the race by the party's leadership election committee on Feb. 22. Five days before, he shocked the Canadian political world by signing up as a candidate in the race intended to replace him.

Now, with roughly three weeks left before the new leader of the PC Party is announced, a small but experienced team of strategists are working to help get him re-elected as party leader. The campaign team includes strategists active in Canadian conservative circles who are also close friends with Mr. Brown. He's also retained two advisers from Toronto-based Sussex Strategy and other faces with connections to federal politics.

Alise Mills, who has been Mr. Brown's spokesperson since he re-emerged into the public spotlight in early February, will be the campaign's “director of media relations and communications,” she said in a Feb. 22 telephone interview with *The Hill Times*.

Ms. Mills, who was based in Vancouver as a crisis-communications expert before working for Mr. Brown, is a former federal staffer who worked for Ottawa-based Conservative Voice, a non-profit pushing for fiscal conservatism and small government.

She said the hurriedly-assembled operation “isn't one with an organizational chart.” Rather, Ms.

Mills said the campaign team is “lean and mean,” working “as they go,” and sparse on formal titles because of the team's experience with different campaign roles. Ms. Mills said everyone in Mr. Brown's “core team” are “all friends of Patrick,” and have been involved in political campaigns for 20 years.

She also acknowledges the frantic change of focus for Mr. Brown's team throughout the last few weeks. The team didn't necessarily sign up to organize a leadership campaign, she admits.

“We went from issues management to reputation management to the midpoint of a leadership campaign,” Ms. Mills said.

A top adviser to Mr. Brown on strategy and “ground game,” is **Rob Godfrey**, a Toronto-based consultant and entrepreneur and the son of Postmedia owner Paul Godfrey. According to Ms. Mills, Mr. Godfrey is the “closest” to Mr. Brown on a day-to-day basis.

“If Patrick wants us to include something in our comms meeting, Rob will bring that to the table,” she said, adding that the team will give their advice to Mr. Brown on everything from communications to campaign strategy, with him calling the final shots.

race will be announced on March 10 at the party's convention in Toronto, with voting to take place from March 2-8. With Mr. Brown only green-lit to run by the party's leadership election committee on Feb. 21, he has 16 days worth of campaigning available to him.

The race began on Jan. 26, when the PC Party's executive committee voted to hold a leadership contest, attracting MPP candidate Caroline Mulroney, two-time party leadership contestant Christine Elliott, former Toronto city councillor Doug Ford, and anti-sex-ed activist Tanya Granic Allen.

The leadership race is rich in ties to the federal politics: Ms. Mulroney is the daughter of former prime minister Brian Mulroney and Ms. Elliott is the widow of well-respected former finance minister Jim Flaherty.

Meanwhile, former Conservative MP **Brian Storseth** is Mr. Brown's campaign manager, charged with overseeing the functioning and organization of his campaign and communicating with the party on formal matters such as debate attendance. Mr. Storseth was a three-term MP representing the riding of Westlock-St. Paul, Alta. from 2006-15.

chairman of telemedicine technology company Reliq Health. He co-chaired the campaign of second-place Conservative Party leadership contender Maxime Bernier last year, and has been a vocal supporter of Mr. Brown. According to the *Ottawa Citizen*, Mr. Storseth's house in suburban Ottawa was used as a temporary campaign office before one was set up in Toronto.

Freelance consultant **Michael Rudderham** is also working on the campaign, advising Mr. Brown on campaign strategy and communications. Mr. Rudderham, known as “Rudder” by the team, runs a consultant company bearing his name and is also a longtime friend of Mr. Brown. In the past, he's lobbied for companies such as Pharmacy Wholesale Services Inc., a medical diagnostics distributor in North America, with its Canadian office located in Montreal.

According to Ms. Mills, who didn't join Mr. Brown's team until early February, Mr. Godfrey, Mr. Storseth and Mr. Rudderham were all beside Mr. Brown as advisors and loyal friends in the days after he resigned.

She said she didn't consider herself a close friend of Mr. Brown

is co-chair of energy law at the firm, and was a policy adviser in former premier Mike Harris' government.

Two consultants from Sussex Strategy have been retained to help Mr. Brown. Principal **Brett James** is involved in strategy and communications, playing a role in writing statements for Mr. Brown. Ms. Mills said she and Mr. James are the core communications team in the group. **Michael Edwards**, director of Sussex Adrenaline, the creative and digital division of Sussex Strategy, is tasked with advising on disseminating information and digital campaigning.

Brown loyalist **Babu Nagalingham** is also playing a role on the ground for Mr. Brown, helping to plan events and rallies for him. He was a senior adviser to Mr. Brown when he was party leader.

“He knows how to put a rally together, he's an old hand at events and how comms and messaging intersects with those. He's incredibly valuable,” Ms. Mills said.

Mr. Nagalingham has helped Mr. Brown make deep political inroads with what Statistics Canada says is a 117,000-person-strong Tamil community in the province. Last year, he told *The Hill Times* that most of the community considers “Patrick as one of us.”

Ms. Mills said that the campaign didn't have a director of fundraising and that she wasn't “privy” to how much each member of the campaign team were being paid, or details about fundraising.

She also wouldn't say whether the private “forensic” investigators retained by Mr. Brown are still at work, but asserted that “Patrick's name has been cleared” and that “you can't sit in the past.” She also said private investigator Derrick Snowdy is not working for Mr. Brown.

Mr. Snowdy, dubbed Canada's “most infamous private eye” by *VICE*, is best known for being at the centre of the 2010 “busty hookers” controversy that resulted in an RCMP investigation and the turfing of a Conservative cabinet minister from party caucus. He has been active on Twitter in recent weeks with his posts suggesting he is investigating CTV.

Despite the barrage of criticism and accusations against Mr. Brown, Ms. Mills said “we're the happiest campaign team I have ever worked on,” calling it a “ride or die” cast of advisers.

“We're really a tight crew. Whoever starts in the pack stays in the pack,” she said.

She said the campaign will now be focused on what “Patrick knows best”—mobilizing grassroots supporters through rallies, events and door-knocking, rather than efforts at trying to clear his name.

The five leadership candidates will face off in a televised debate at the Shaw Centre in Ottawa on Feb. 28. Three of the other candidates have disagreed with Mr. Brown's decision to enter into the race, but Ms. Elliott has said Mr. Brown should be able to run if he clears his name. Mr. Brown currently faces allegations of sexual misconduct from two women, and of financial impropriety by some PC Party caucus members. He has denied any wrongdoing.

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Patrick Brown's core team of advisers (clockwise): Rod Godfrey, Brian Storseth, Alise Mills, Michael Rudderham, Babu Nagalingham, Mike Richmond, Michael Edwards, and Brett James. Photos courtesy of Twitter, Facebook, LinkedIn, Sussex Strategy, and The Hill Times file photo

Mr. Godfrey, a longtime friend of Mr. Brown, is the president of Brown Lab Industries Inc. He oversees three portfolio companies: Qwatro USA, which focuses on specialty chemicals, and two others focused on soil remediation and pet services. The company also boasts a number of commercial and industrial properties in the Greater Toronto Area.

The results of the leadership

Mr. Storseth's wife, Amel, currently works as an assistant in the office of Conservative MP Alex Nuttall (Barrie-Springwater-Oro-Medonte, Ont.), who is a close friend of Mr. Brown and his staunchest supporter on Parliament Hill. Mr. Nuttall replaced Mr. Brown as the riding's representative after he left for provincial politics in 2014.

Mr. Storseth is currently the

when she initially offered her help, but had plenty of mutual friends with him and other members of the campaign team, with one prominent connection being the chief of staff to Conservative Party Leader Andrew Scheer, (Regina-Qu'Appelle, Sask.) David McArthur.

In addition, **Mike Richmond**, a consultant at Toronto-based McMillan LLP, is working on “legal strategy” for the team. He

Unlikeable PC leader could be a 'pathway to victory' for the Ontario NDP: Bricker

The New Democrats will have to make up ground during the campaign, when dust from the PC leadership contest has settled, say pollsters and NDP insiders.

Continued from page 1

Ontario NDP leader Andrea Horwath's personal brand far outperforms Liberal Premier Kathleen Wynne and all of the current candidates for the PC leadership among voters in the province, a poll by Mr. Bricker's Ipsos shows. Nonetheless, the Ontario NDP sits third in the polls, and well back of the PCs.

"Right now, she's kind of looking like Ed Broadbent, which is, everybody likes her, but not that many people are actually considering her party," said Mr. Bricker.

The approval figures for Ms. Horwath and her party will likely meet at some point between now and Ontario's June 7 election, he said.

"The question is, whether the party will pull her down, or whether she will pull the party up."

The Ipsos poll, conducted for Global News Feb. 15-19, showed



Irene Mathysen is the NDP MP for London-Fanshawe. *The Hill Times* file photograph

Ms. Horwath had a personal favourability rating of 30 per cent in Ontario, versus around 22 per cent for PC candidates Christine Elliott, Doug Ford, and Caroline Mulroney, 18 per cent for PC candidate and former leader Patrick Brown, and 16 per cent for Liberal Premier Kathleen Wynne. However, those figures don't take into account any change in public opinion caused by near-daily news stories about Mr. Brown after Feb. 19.

The vast majority of voters in Ontario—about 80 per cent—say they want a change from the current Liberal government, said Mr. Bricker, and that hasn't been lost on the NDP. Robin Sears, a consultant lobbyist and former NDP national director, said the party has been testing political messaging based on that premise, including, "You don't have to choose from bad to worse. You can choose better."

Right now, however, the most voters are signalling their support

for the PCs. The Ipsos poll had the PCs with 38 per cent support, versus 29 for the Liberals and just 26 for the New Democrats.

"[The NDP] haven't really moved all that much from where we saw them last year," said Eli Yufest, CEO of another polling firm, Toronto's Campaign Research.

"The party's numbers aren't moving because they're not presenting themselves as a credible alternative to the PCs or the Liberals," he said.

"It almost feels like Andrea Horwath is purposefully avoiding any media exposure or any contact with the Ontario electorate. I mean, she's just nowhere to be found. No alternative policy announcements, no providing a fresh perspective, no suggesting that they are ready to take over and form government, nothing."

PC race complicates NDP brand-building

Mr. Sears said it wouldn't be wise for the NDP to interfere with the PC's "dousing themselves with gasoline," or to fight that spectacle for attention.

"If the Tories continue to self-immolate, there's going to be a lot of very puzzled and unhappy and bewildered voters wondering what to do," he said.

The focus on the PC leadership cage-match, and the Liberals' advantage in driving the news cycle as the government, mean the NDP

may have to wait until the election campaign officially kicks off to get a fair chance at getting their message out, said Mr. Bricker.

"If the Tories have a problem over the next four weeks, the party that most likely will be able to take advantage of that is the NDP, not the Liberals," he said.

The NDP's pathway to victory opens up if the winner of the leadership race is someone voters decide they can't support, he said.

However, it takes time to build a brand, said Mr. Yufest.

"While the PCs are scrambling to find a new leader...the Liberals aren't necessarily building a brand at the moment. Now is probably a good time [for the NDP] to start building their brand."

Former leader Patrick Brown and Doug Ford, the brother of late Toronto mayor Rob Ford, are a nose ahead of rivals Caroline Mulroney and Christine Elliott in the PC leadership race, based on an Ipsos poll taken in mid-February that had them at 40, 39, 38,



Ontario NDP leader Andrea Horwath, pictured here during the federal branch of the party's policy convention in Ottawa, polls much better than rival and Liberal Premier Kathleen Wynne, and PC leadership candidate Patrick Brown. She also polls much better than her own party. *The Hill Times* photograph by Andrew Meade

and 37 per cent support, respectively, from PC-inclined voters. However, new stories about the race and controversies tied to Mr. Brown in particular have broken nearly every day since then. Long-shot candidate Tanya Granic Allen was not included in the poll, but a fictional leadership contestant—Jim Smith—was included as a way of judging support for an unknown leader, and got the support of 29 per cent of PC-inclined respondents.

The Ipsos poll surveyed 802 Ontario residents. Online polls are not considered truly random, but the Ipsos poll is considered accurate to plus or minus four percentage points, 19 times out of 20, Global News reported.

Mr. Brown and, to a lesser extent, Mr. Ford, have numerous supporters but are also burdened with considerable political baggage. Mr. Brown resigned as leader of the party last month after two women told CTV News they had been sexually harassed by him years ago, charges Mr. Brown denied. Last week questions were raised about Mr. Brown's finances, after a document was leaked showing the details of a proposed business deal—which Mr. Brown said was never completed—that would have seen \$375,000 transferred to Mr. Brown from a man who later was approved as a PC Party candidate. Ontario's integrity commissioner, David Wake, also asked Mr. Brown to explain why he had seemingly not disclosed income from a rental property on Lake Simcoe. Mr. Brown told reporters that he would respond to the commissioner "shortly."

Mr. Ford made headlines in 2014 when he said a group home

for autistic youth had "ruined" the surrounding community by allowing the youth outside unsupervised, where he said they had been disruptive. *The Globe and Mail* reported in 2013 that Mr. Ford sold hashish for several years during the 1980s. A lawyer for Mr. Ford responded at the time that the allegations were "specious" and "irresponsible."

The PC Party, however, was rated in the Ipsos poll as the best of the three among voters to tackle the economy and jobs, taxes, and energy costs, while the NDP was ranked tops on health care, Global News reported.

With her party lagging behind on the whole, Ms. Horwath has to "leverage her personal brand," said Mr. Yufest, who said the NDP leader polled as more popular than Mr. Brown and Ms. Wynne throughout 2017 "by a huge margin."

Pitch representation without the drama: Masse

Federal MPs will have relatively few opportunities to campaign for their provincial colleagues, as the House will be sitting during the election campaign period this summer.

Several Ontario NDP MPs contacted by *The Hill Times* said they would be financially supporting their colleagues.

As for the party's third-place standing?

"The campaign makes all the difference," said NDP MP Irene Mathysen (London—Fanshawe, Ont.)—"and we're good on the ground."

The NDP has the advantage of being relatively untainted by scandal, said NDP MP Brian Masse (Windsor West, Ont.).

"The Wynne administration has been nothing but surrounded in those issues, and the Conservatives appear to be born in it, especially with Patrick Brown returning to the scene."

Ms. Horwath did put her chief of staff, Michael Balagus, on leave earlier this month after allegations surfaced that he didn't take seriously complaints from women who had allegedly been groped by former Manitoba cabinet minister Stan Struthers, while Mr. Balagus was working for NDP premiers in Manitoba



Brian Masse is the NDP MP for Windsor West. *The Hill Times* file photograph

several years ago, the *Toronto Star* reported.

The NDP's strength is its work in constituencies, said Mr. Masse. "The question that they have to really move forward on is, how to actually demonstrate that to other areas that don't have a New Democrat, that you can actually get good representation without all the nonsense and drama that comes and goes. That will be the challenge, will be getting that out there."

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Progressive Conservative Leadership Race

Ontario party leader favourability, Feb. 15-19

Andrea Horwath	30%
Kathleen Wynne	16%
*Patrick Brown	18%
*Doug Ford	22%
*Caroline Mulroney	22%
*Christine Elliott	2%2
*PC leadership candidate	

Support among decided respondents for leadership bid, Feb. 15-19

	% PC vote	% Liberal vote	% NDP vote	% other party
Christine Elliott	37%	22%	30%	11%
Caroline Mulroney	38%	22%	30%	11%
Doug Ford	39%	24%	35%	12%
*Jim Smith (fictional candidate)	29%	24%	35%	12%
Patrick Brown	40%	23%	27%	10%

—Source: Global News Ipsos

News Pipelines & politics

Trans Mountain pipeline support will cost Liberals in 2019, but unclear how much

'People don't appreciate being misled and deliberately lied to, and that's what's happened here in the case of the Trudeau government vis-a-vis the Trans Mountain pipeline project,' says Stewart Phillip, president of the Union of B.C. Indian Chiefs.

Continued from page 1

"There will be a political price to pay, and I think there's an understanding about that. However, we're well more than a year out from the next election and that is an eternity in terms of politics, and so we will have to see really where and how this conflict continues to simmer," said Shachi Kurl, executive director of the Angus Reid Institute, in a phone interview from B.C.

"Does it die down? Does it get amplified? To what extent does the federal government and Justin Trudeau get pulled back into it?"

Another "x' factor" is the question of which other federal party would capitalize on any lost Liberal votes, said Ms. Kurl.

Prime Minister Justin Trudeau (Papineau, Que.) has declared the Trans Mountain pipeline expansion to be in the national interest.

Federally, the Conservatives are also backing the project, while the NDP is toeing a trickier line. Many NDP MPs are vocal opponents of the pipeline, like Burnaby South, B.C.'s Kennedy Stewart, and the caucus as a block has voted against motions in the House in support of the pipeline. But NDP leader Jagmeet Singh hasn't come out definitively one way or the other, instead saying the pipeline expansion shouldn't go ahead until an updated environmental assessment is completed.

Ms. Kurl said the new NDP leader is essentially in a "straight jacket on this issue."

The Alberta NDP government led by Premier Rachel Notley is a strong proponent of the pipeline expansion. But the B.C. NDP government led by Premier John Horgan has vowed to use "every tool available" to fight the Trans Mountain pipeline expansion.

The National Energy Board (NEB) approved Kinder Morgan's Trans Mountain pipeline expansion project in 2016, contingent on 157 conditions.

The project involves the "twinning" of an existing pipeline that connects Kinder Morgan's Edmonton terminal, located just west of the city in Sherwood Park, to a marine terminal in the Port of Vancouver in Burnaby, B.C.—passing through a number of provincial parks, conservation areas, and First Nations communities in the process.

It would more than double the pipeline's capacity, from 300,000 barrels per day to 890,000, and would involve roughly 980 kilometers of new pipeline being built and the reactivation of another 193 kilometers of existing pipeline; 12 new pump stations; 20 new tanks added to existing storage terminals in Burnaby, Sumas, and Edmonton; and would add three new berths (where ships can dock) to the Westridge Marine Terminal in Burnaby. It's been projected to increase tanker traffic seven-fold, from five to 34 a month in the Vancouver Harbour area.

While there's an assumption among Canadians east of Alberta that British Columbians "are writ large overwhelmingly opposed to the twinning of Kinder Morgan's Trans Mountain pipeline," the reality on the ground is more divided, said Ms. Kurl.

An Angus Reid poll of 2,501 Canadians, published Feb. 22, found respondents were split 50-50 between agreeing with the B.C. or Alberta governments—that is, between delaying the pipeline or not.

But Quebec, rather than B.C., was the province with the highest opposition to it, with 64 per cent of respondents in favour of the B.C. government's stance. By comparison, in B.C., 58 per cent of respondents sided with their government, while 42 per cent supported the Alberta government's position. Among respondents who voted Liberal in 2015, 46 per cent said the B.C. government's position was the right one, while 54 per cent said it was the wrong one.

Moreover, a survey of 938 British Columbians conducted by Insights West Feb. 7 to 9 and sponsored by pipeline opponent Mr. Stewart, found that 48 per cent of respondents supported the project (a three percentage point increase from a November 2017 survey by Insights West), while 44 per cent opposed it, and nine per cent were undecided.

Polling shows a "significant number" of B.C. residents support the pipeline, said Ms. Kurl, but the most "strident opposition" to it exists within the Metro Vancouver area, which was an important growth area for the Liberals in 2015. The Angus Reid poll found that 63 per cent of respondents in Metro Vancouver supported the B.C. government's argument. There are some seats the Liberals will "be in a tough fight to get back" next election, said Ms. Kurl.

Previously, the Liberals held just two of B.C.'s then-37 federal seats, both in Vancouver. Of the 42 federal ridings in play in B.C. in 2015, the Liberals won 17—of those 14 were in the Vancouver area—and have since scooped up an 18th riding in the province, after Liberal MP Gordie Hogg was elected to represent the formerly-Conservative seat of South Surrey-White Rock, B.C. in a Dec. 11 byelection.

Ms. Kurl said this recent byelection test was clouded by the



Protesters opposing the Kinder Morgan Trans Mountain pipeline expansion project pictured on Parliament Hill on Dec. 5, 2016. *The Hill Times* photograph by Andrew Meade

fact the Liberals' candidate was a well-known and long-time local representative.

But Innovative Research's Greg Lyle, also based in B.C., said this byelection—which came after the Kinder Morgan project's approval—is an indication that, at the moment at least, the Liberals haven't "particularly paid a price" for their support of the pipeline. He noted the riding sits right on the Salish Sea, where tanker traffic is expected to increase as a result of the pipeline project.

Just as the general population in B.C. is not a monolith on this issue, nor are Indigenous peoples in the province, or outside it, said Mr. Lyle.

"The truth is, the First Nations directly involved in this are divided," he said.

Real test for Liberals will be handling of pipeline opposition in coming months: Lyle

Many Indigenous communities and groups are strongly opposed to the pipeline expansion—with the Tsleil-Waututh Nation and Squamish First Nation in B.C. among the most vocal opponents—but others are backing the Kinder Morgan project.

To date, 51 Indigenous communities in B.C. (41) and Alberta (10) have reportedly signed mutual-benefit agreements with Kinder Morgan.

On the flip side, nine applicants—including First Nations groups and the cities of Vancouver and Burnaby—have appealed a judicial review of the government's 2016 order in council decision approving the Trans Mountain pipeline expansion project, citing inadequate consultations with First Nations by the Crown. Proceedings on the appeal wrapped up in mid-October, with a decision now being awaited. Should the ruling land in the applicants' favour, the federal

government could be forced to reopen consultations on the project.

Mr. Lyle noted that so far, legal challenges on Kinder Morgan "have not seen the success that the legal challenges" on the failed Northern Gateway project did; and if the courts rule that Indigenous communities were adequately consulted, "then it's hard to see how that plays badly for the federal government."

There are other issues facing Indigenous people across Canada that are more likely to move votes in 2019, said Mr. Lyle—over child welfare, housing on reserves, clean drinking water, and the fate of the national inquiry into Missing and Murdered Indigenous Women, among others—but on the pipeline issue, the real test for the Liberals will be how they handle opposition to it in the coming months.

If mishandled, a dangerous "narrative" could grow around the Liberals when it comes to its stated efforts to recognize Indigenous rights.

"Being seen to run roughshod on Indigenous rights on any type of resource development is going to be a huge problem for them" in B.C. and beyond, said Mr. Lyle.

The Liberal government's first test in this regard could come soon, with a mass demonstration on March 10 being planned on Burnaby Mountain.

On Feb. 15, the NEB issued a decision allowing Kinder Morgan to build a 2.6 kilometre tunnel through Burnaby Mountain to connect a terminal in Burnaby to the Westridge Marine Terminal.

Already, an appeal of this decision has been launched by the city of Burnaby, with the B.C. government having applied for intervenor status on Feb. 17.

Anti-pipeline activists, including B.C. First Nations groups, are organizing a mass protest on Burnaby Mountain on March 10—where Kinder Morgan plans to soon begin clearing trees in order to build the pipeline tunnel.

Back in 2014, more than 100

Kinder Morgan pipeline protesters were arrested on Burnaby Mountain. Among those arrested was Stewart Phillip, president of the Union of B.C. Indian Chiefs, which represents about 118 First Nations in B.C. ("many" of whom, he said, oppose the pipeline). Last week, he told *The Hill Times* that already, "a number of high profile leaders," including himself, "have indicated that they're willing to be arrested on that day."

"As time moves forward there will be an intensification of this battle—political battle, legal battle, as well as on the ground and as Kinder Morgan attempts to undertake preparatory work," he said.

Mr. Phillip said he is "vehemently opposed" to the Kinder Morgan project, citing the "catastrophic" risks a spill or rupture pose to the environment and a lack of capacity to clean up any spills. He said the only course of action the government should take from here is to stop the project.

"What would be meaningful is if they did as the Trudeau government promised during the last federal election and redid the Canadian environmental assessment process and the NEB approval process in partnership and jointly with Indigenous peoples, [before approving the project], and of course we know that didn't happen," he said.

"People don't appreciate being misled and deliberately lied to, and that's what's happened here in the case of the Trudeau government vis-a-vis the Trans Mountain pipeline project, so there's no forgiveness there."

In mid-February, the government tabled legislation—Bill C-68 and Bill C-69—to overhaul environmental assessment processes, including scrapping the NEB.

The Union of B.C. Indian Chiefs held a quarterly meeting last week, and as part of it, heard from Joe Wild, senior assistant deputy minister for Treaties and Aboriginal Government, who was "challenged" on the Prime Minister's Feb. 14 speech about the importance of recognizing Indigenous rights, said Mr. Phillip.

"How can you talk about respecting and implementing Indigenous rights...and on the other hand, approve Kinder Morgan's Trans Mountain pipeline proposal?" And he had no answer for that," he said.

Earlier this month, Natural Resources Minister Jim Carr (Winnipeg Centre, Man.) hired former Indigenous Centre of Energy president Cheryl Cardinal to serve as director of Indigenous relations and reconciliation, a brand new role in his office. A member of the Sucker Creek Cree Nation, she started on the job last week.

In July, the government announced \$64.7-million over five years to fund an Indigenous Advisory and Monitoring Committee focused on the Kinder Morgan project.

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The Hill Times

Liberals head into gun summit with promised gun law changes yet to be introduced

The Liberals have delivered about half of their pre-election firearm promises, but some of the rest have made rural Grits 'nervous.' Conservative leader Andrew Scheer has pledged big changes of his own to Canada's gun law regime.

Continued from page 1

Calls for tougher restrictions on gun sales have surged again in the United States following the school shooting in Florida that claimed 17 lives. U.S. President Donald Trump met with survivors of the shooting at Marjory Stoneman Douglas High School last week, and afterwards proposed arming school teachers as a guard against future attacks, a suggestion rejected by many of the student survivors, among others.

Canada has much more stringent laws around gun ownership than the United States, but the biggest federal parties have pledged to make changes to those laws as well.

Public Safety Minister Ralph Goodale (Regina-Wascana, Sask.) announced in November that he will hold a summit on "criminal guns and gangs" in March. The Liberals campaigned on several promises related to gun safety: some have been fulfilled, while several others so far have not.

The government's own online election promise tracker says legislation to "advance our commitment to firearms safety" will be introduced in the "near future," a timeline that hasn't changed in several months.

Mr. Goodale told reporters after the mass shooting in Las Vegas in October that he would table legislative changes to gun laws by the end of the year. In January, he promised the changes would be introduced in the spring.

The Liberals promised in the run-up to the 2015 election to repeal legal changes made by the previous Conservative government that allowed some weapons to be transported without a permit; require "enhanced" background checks for some firearms purchases; send extra money to the provinces and territories each year for police "guns and gangs" units; overhaul the membership of the Canadian Firearms Advisory Committee; require gun sellers to confirm the validity of a buyer's gun license before completing a sale; require gun sellers to keep an inventory of their firearms; implement gun marking regulations; and shore up border checkpoints looking for illegally-imported guns.

The government has already changed the advisory committee, removed some of the discretion over classifying firearms from the companies that manufacture them, and announced in November \$327.6-million over five years, and \$100-million per year afterwards, for anti-gang and gun crime initiatives. It has not yet delivered on its promises to beef up background checks, require sellers to keep an inventory of their guns, or repeal the previous government's legal changes around transporting guns.

Those reforms are still being drawn up by the government, according to a spokesperson for Mr. Goodale, who confirmed last month that they would be brought in before the 2019 election.

Time is ticking down for the government to introduce all of its promised legislative changes before the next election campaign begins, also including a National Disabilities Act, legislation to reduce the pay gap between men and women in the federally-

regulated sectors, an Indigenous languages protection law, a legal framework for Indigenous rights, and more.

The Liberals' promised changes to gun laws have made MPs in the Liberal rural caucus "awfully nervous," a Liberal source told *The Hill Times* last year on condition of anonymity because he was not authorized to speak on the subject and did not want to be seen criticizing his own party. "They're afraid it's a backdoor to a gun registry like we had before."

The Liberals have explicitly promised not to reintroduce the gun registry, a wildly-unpopular policy brought in by former Liberal prime minister Jean Chrétien and eliminated by former Conservative prime minister Stephen Harper. Dan Brien, a spokesperson for Mr. Goodale, reiterated that promise to *The Hill Times* last year.

Scheer touted lighter paperwork penalties, crackdown on inner cities

The federal Conservatives under leader Andrew Scheer (Regina-Qu'Appelle, Sask.) have taken few formal policy positions, and are still months away from their August policy convention.

During his campaign for the party leadership, Mr. Scheer made a series of promises around gun laws, however, including taking control over the classification of weapons out of the hands of the RCMP and putting it into the hands of political leaders, specifically through legislation, not regulation.

"I'd like to look at the entire system about administrative rules regarding transportation and ownership and licensing," Mr. Scheer said during an interview conducted by the Canadian Coalition for Firearm Rights during his leadership campaign in April.

Mr. Scheer also said during that April 2017 interview that he would sell his proposed changes to the public by linking a lightening of the administrative restrictions on firearms—for example, using fines instead of criminal prosecutions for administrative offences—with a crackdown on inner-city gangs.

"We're going to free all that up, from paperwork offences and things that don't actually enhance public safety, and we're going to put those resources into making sure that criminals on the streets of downtown Toronto, Vancouver, Montreal, are dealt with in a way that really does enhance public safety," he said.

"I think that's how we do it, we link the two things: we link streamlining rules and regulations around firearms ownership with allowing us to concentrate on the real criminals, and that's how I think we sell this in 2019."

Mr. Scheer's spokesperson did not respond when asked whether those positions had changed since Mr. Scheer took the Conservative leadership.

The office of NDP MP Matthew Dubé (Beloil-Chambly, Que.) his party's public safety critic, said in an emailed statement that the party was waiting for Mr. Goodale to fulfill the government's promises to "take steps to make it more difficult for a criminal to obtain a firearm, to repeal the dangerous elements of Bill C-42 and to hand over the decision-making



Public Safety Minister Ralph Goodale has been tasked with making good on the government's promises around gun safety, including to bring in legislation requiring more in-depth background checks for buyers and inventory records for sellers. *The Hill Times* photograph by Andrew Meade

power over firearms away from politicians and into the hands of specialists. In addition, policies need to be revised around the approval of legal assault weapons for private possession."

The Conservatives introduced a slew of changes to the laws governing guns in 2015 through Bill C-42, the Common Sense Firearms Licensing Act.

Tortoises and hares in the House

The opposition will get allotted days in the House on Monday and Thursday this week. The government's environmental assessment bill, C-69—which scraps the National Energy Board and overhauls the environmental review process—will be debated on Tuesday, before the federal budget is tabled, and the budget speech will be delivered. The budget will be debated for the first time next Wednesday.

The office of government House leader Bardish Chagger (Waterloo, Ont.) is calling five of the 25 other bills currently before the House either "important" or "significant": C-65 on workplace harassment, C-59 on national security, C-21 on cross-border customs, C-55 on marine protection, and C-57 on sustainable development. The national security bill is currently before the House Public Safety Committee, the harassment bill is before the House Human Resources Committee, and C-21, C-55, and C-57 are at report stage in the House.

Several of the other bills before the House have been stalled there for months. Bill C-28 on criminal victim surcharges hasn't moved since it was introduced in the Chamber in October 2016, nor has Finance Minister Bill Morneau's (Toronto Centre, Ont.) controversial pension reform bill, C-27, introduced around the same time. Bill C-12 on veterans' benefits hasn't moved past second reading since March 2016; C-5 on repealing Treasury Board powers over sick leave and disability for federal workers has been stalled since September 2016; C-32, repealing the criminalization of anal intercourse, has been at second reading since November 2016; and C-33, reforming the Canada Elections Act, and C-34, on federal public service labour relations, also haven't moved past second reading since 2016.

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Status of Government Bills

HOUSE OF COMMONS

Second reading:

- C-5, An Act to Repeal Division 20 of Part 3 of the Economic Action Plan 2015 Act, No. 1
- C-12, An Act to amend the Canadian Forces Members and Veterans Re-establishment and Compensation Act
- C-27, An Act to amend the Pension Benefits Standards Act, 1985
- C-28, An Act to amend the Criminal Code (victim surcharge)
- C-32, An Act related to the repeal of section 159 of the Criminal Code
- C-33, An Act to amend the Canada Elections Act
- C-34, An Act to amend the Public Service Labour Relations Act
- C-38, An Act to amend an Act to amend the Criminal Code (exploitation and trafficking in persons)
- C-39, An Act to amend the Criminal Code (unconstitutional provisions)
- C-42, Veterans Well-being Act
- C-43, An Act respecting a payment to be made out of the Consolidated Revenue Fund to support a pan-Canadian artificial intelligence strategy
- C-52, Supporting Vested Rights Under Access to Information Act
- C-56, An Act to amend the Corrections and Conditional Release Act and the Abolition of Early Parole Act
- C-68, An Act to amend the Fisheries Act and other Acts in consequence
- C-69, An Act to amend the Impact Assessment Act and the Canadian Energy Regulator Act, to amend the Navigation Protection Act and to make consequential amendments to other Acts
- C-70, Cree Nation of Eeyou Istchee Governance Agreement Act

Committee:

- S-5, An Act to amend the Tobacco Act and the Non-smokers' Health Act
- C-47, An Act to amend the Export and Import Permits Act and the Criminal Code (amendments permitting the accession to the Arms Trade Treaty)
- C-59, An Act respecting national security matters
- C-62, An Act to amend the Federal Public Sector Labour Relations Act and other Acts
- C-64, Wrecked, Abandoned, or Hazardous Vessels Act
- C-65, An Act to amend the Canada Labour Code (harassment and violence)

Report stage:

- C-21, An Act to amend the Customs Act
- C-48, Oil Tanker Moratorium Act
- C-55, An Act to amend the Oceans Act and the Canada Petroleum Resources Act
- C-57, An Act to amend the Federal Sustainable Development Act

SENATE

Second reading:

- C-24, An Act to amend the Salaries Act and the Financial Administration Act
- C-45, Cannabis Act
- C-50, An Act to amend the Canada Elections Act (political financing)
- C-51, An Act to amend the Criminal Code and the Department of Justice Act
- C-58, An Act to amend the Access to Information Act and the Privacy Act
- C-66, Expungement of Historically Unjust Convictions Act

Committee:

- C-46, An Act to amend the Criminal Code (offences relating to conveyances)
- C-49, Transportation Modernization Act

Third Reading:

- C-25, An Act to amend the Canada Business Corporations Act, Canada Cooperatives Act, Canada Not-for-profit Corporations Act, and Competition Act

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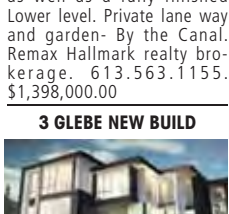


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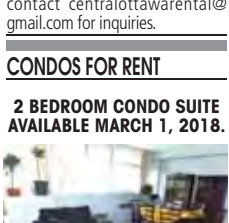
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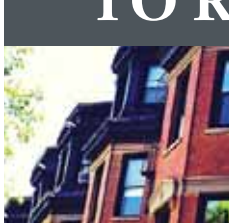
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Big picture: looking beyond politics to save southern resident killer whales

Killer whales don't vote or drink B.C. wine or attend town halls. But, like us, they depend on our government to protect their environment.



Dr. Lance Barrell-Lennard

Opinion

You can tell a lot about a southern resident killer whale from above.

In my field work with the Coastal Ocean Research Institute, an Ocean Wise initiative, my colleagues and I use drone-based aerial photography to measure orcas from season to season. Changes over time help us gauge the health of both individual whales and the entire population.

These days, the picture is clear: The southern resident killer whale population needs help, and urgently.

That's why I wrote a letter last month in support of a petition to the Minister of Fisheries and Oceans, Dominic LeBlanc, and Minister of Environment and Climate Change Catherine McKenna.

Issued by a coalition of conservation organizations—the David Suzuki Foundation, Ecojustice, Georgia Strait Alliance, Natural Resources Defense Council, Rain-coast Conservation Foundation and World Wildlife Fund Canada—the petition urges the ministers to recommend protection for this endangered population in the form of an emergency order under the Species at Risk Act.



Environment Minister Catherine McKenna, pictured in Ottawa. Under the Species at Risk Act, the federal government has the power to help protect endangered southern residents, writes Dr. Lance Barrell-Lennard is director of the Cetacean Research Program at Ocean Wise. *The Hill Times file photograph*

Emergency orders are a unique and rarely used tool that allow the federal government to immediately address threats to a species' survival or recovery. Given the dire situation with southern residents, it's time to pull out the stops to protect them—which is exactly what an emergency order is designed to facilitate.

Only 76 southern residents remain, the lowest number in more than three decades.

Most researchers agree that the most significant threats the whales currently face are limited prey and exposure to noise and vessel disturbance that interferes with their ability to forage for prey.

Unlike other types of orcas, resident killer whales rely heavily on salmon for food. Their pre-

ferred prey is the Chinook salmon, many stocks of which are themselves depleted. Efforts to rebuild and restore these stocks are already underway, but it can take years to see results. In the meantime, the southern residents are at risk of malnutrition.

Anthropogenic, or human-caused, noise also impacts the orcas' ability to access food. The southern residents use echolocation to hunt for prey, including Chinook salmon. Noise from vessels has a masking effect on echolocation, reducing the range over which prey can be detected—making sparse prey even harder to locate. The presence of any vessel close to the whales, from sport fishing boats to whale-watchers to large ships, can also interrupt foraging behaviour.

There are several short-term measures that could be implemented under an emergency order and that would address these threats and increase the killer whales' access to salmon; they include restrictions on fishing and whale watching in key foraging sites, increased minimum approach distances by whale watching boats, and a cap on the number of boats allowed

to approach the whales at any given time.

In recent weeks, we have seen an escalation of discussions on the potential impact of oil spills in BC coastal waters. We have also seen the introduction of new legislation that would change how energy projects are assessed in the future. These complex public debates are likely to take months and even years to play out—time the southern residents do not have to spare.

So, in wake of World Whale Day last weekend, I'm asking that we take a step back and consider the bigger picture.

Killer whales don't vote or drink B.C. wine or attend town halls. But, like us, they depend on our government to protect their environment. Under the Species at Risk Act, the federal government has the power to help protect endangered southern residents. Acting on it might not always be easy or universally popular, but it is necessary if we want to conserve this iconic population.

Dr. Lance Barrell-Lennard is director of the Cetacean Research Program at Ocean Wise in Vancouver and an adjunct professor in the Department of Zoology at the University of British Columbia. Dr. Barrell-Lennard co-chaired the Resident Killer Whale Recovery Team that produced the Recovery Strategy for Southern Resident Killer Whales in 2011 and served on the panel that drafted the Resident Killer Whale Recovery Action Plan.

The Hill Times

Spin Doctors | By Laura Ryckewaert

“What political lessons are there to learn from the ongoing Ontario PC leadership race?”



CAMERON AHMAD
Liberal strategist

“In Canada and around the world, women are changing politics for the better. As the prime minister has said many times, encouraging women's leadership is not only the right thing to do—it's the smart thing to do. When women participate at every level of decision-making, it means a wider range of experiences and knowledge, more creativity, and greater innovation.

“That is why our government continues to put respect, diversity, and gender-equality at the core of everything we do. An important part of this is making sure that workplaces—in politics and all sectors—are safe and free from harassment. We made an important step towards that with Bill C-65. This framework will help us prevent harassment in all federally regulated workplaces, respond effectively to these incidents when they do occur, and support victims, survivors, and employers.

“We know that no government or individual can create this change alone. It will take a concerted effort by all political groups, staff, and elected officials to do better. Together, we can build a culture that protects women's rights, values their voices, and promotes their leadership.”



CORY HANN
Conservative strategist

“To hold a leadership race in such a short window, months from an election, would normally be thought of as madness but the race has excited conservatives in the province, there's more people donating, there's more people volunteering, and that's not a good sign if you're the Kathleen Wynne Liberals.

“The federal race was long, years from the next election, there was time to digest rules, candidates, platforms, and procedures. The Ontario PC race gives new meaning to having to hit the ground running. There won't be much time for internal debates on how a press release is worded, or whether there's an endorsement that should be released later. In such a short race, the candidate and team with the best political instinct will ultimately have a significant advantage, and that's not something we typically get to see in a leadership race.

“If you want to see how your leader will perform in the hectic pace of an election campaign where everything is on the line there's no better test than a hectic paced leadership campaign with everything on the line just months earlier. The winner will be battle tested and will be the next premier, and the uniqueness of this race will be a major contributing factor to ensuring that.”



SARAH ANDREWS
NDP strategist

“Over the past few weeks, even months, we have seen the #MeToo movement hit not only Parliament Hill, but Canadian politics more generally. Many would argue that this was inevitable, but it is also a time for Parliamentarians and political parties to recognize that there needs to be a shift in attitudes on all forms of harassment in politics.

“Much is already being done to promote a safe work environment for political staff. Bill C-65 is not only timely, but long overdue. While there are some issues with the bill, it is important that Canada be a champion and a leader in ensuring workplaces are safe and free from harassment or violence. The NDP will continue to work with the government and the labour movement to ensure that the bill provides the best protections for workers. Much is also being done to promote training to Members of Parliament around the issue of harassment in the workplace.

“While we recognize that much has already been done to change the culture on Parliament Hill, we also recognize that better is possible and will continue to work with all parties to eliminate all forms of harassment. Because everyone deserves to work in a safe work environment.”



MATHIEU R. ST-AMAND
Bloc Québécois strategist

“With more than \$400,000 raised in just a few days, it seems clear that Caroline Mulroney is going to come out on top. The party brass has to wonder why they launched a campaign at such a critical time for such a predictable result.

“A leadership race is such an energy and financial drain on a political party. It also brings up a lot of tension and often a few cheap shots, handing the other parties plenty of embarrassing sound bites to use during the election campaign this spring.

“The strangest thing about this race is Patrick Brown running to replace himself. After resigning during a night of high drama, he has surprised us once again by entering the race in an effort to clear his name. He will certainly be one of the biggest distractions of the race. Guilty or not, he is a liability for the Conservatives. The party has a real hot potato on its hands. If they allow Brown to run as an official candidate, they will be facing a bigger distraction. If they don't, they will convicting him without even a trial and may run into legal troubles.”



DEBRA EINDIGUER
Green strategist

“Don't enter a leadership race of your own making; whether or not you resigned under duress, a savvy politician shouldn't put brazen self-interest ahead of party interest.

“Back-room deals can be deal-breakers: Now that Patrick Brown is fighting to take back his old job, the inevitable skeletons are jockeying for position to burst out of the closet. Brown's public lashings are a reminder that the road to power is sometimes paved with questionable (alleged) intentions. His foes are taking advantage of a weakened position to air his dirty laundry.

“Never underestimate a Ford: Doug Ford's outlying position on the Conservative spectrum may just appeal to the PC faithful, and there's still something to be said for charming voters at old-school meet-and-greets. Doug excels at the one-on-one charm offensive with the average voter; so don't rule him out just yet.

“Nepotism has traction: Caroline Mulroney created buzz as an early frontrunner to replace Brown, despite never having held office. Remind you of anyone? Legacy can be powerful, and you can bet the likes of Ben Harper are frantically taking notes.”



HILL CLIMBERS

by Laura Ryckewaert

Lebouthillier hires new press secretary amid string of staff changes

Revenue Minister **Diane Lebouthillier** has a new press secretary in her office. She hired **Jérémy Ghio**, a former aide to Agriculture Minister **Lawrence MacAulay**, on Jan. 29.

Up until the end of January, Mr. Ghio had been working as a legislative assistant to Liberal MP **Jean-Claude Poissant** on the Hill. Mr. Poissant represents the riding of La Prairie, Que., and is also currently the parliamentary secretary to the minister of Agriculture and Agri-Food.

Mr. Ghio worked on Mr. Poissant's successful 2015 election campaign—which saw the MP win his seat after garnering roughly 36.5 per cent of the vote—and subsequently was hired to work in the MP's Hill office.

In April 2016, Mr. Ghio joined Mr. MacAulay's office as agriculture minister as a Quebec regional affairs adviser and assistant to the parliamentary secretary, Mr. Poissant. He remained there until the end of January 2017, at which point he returned to work as an assistant in Mr. Poissant's Hill office.

He's now once again working as a political staffer on the Hill, this time as press secretary to the federal revenue minister. In this role, he replaces **John Power**, who remains in Ms. Lebouthillier's office and has in turn been promoted to serve as a senior communications adviser and issues manager.

Mr. Power has been working for the revenue minister since May 2017, starting off as a special assistant for Ontario, and before that was a committee analyst in the Liberal Whip's office since late 2015. He's also a former French-language media monitor for the Liberal Party,



Jérémy Ghio, pictured with Prime Minister Justin Trudeau. Photograph courtesy of LinkedIn

and a former marketing associate with pharmaceutical company Bristol-Myers Squibb, amongst other past experience.

Bernard Boutin is director of communications and parliamentary affairs to the minister.

In other office staffing news, **Caitlin Szymberski** officially joined the Revenue Minister's Office on Feb. 9 as a new policy adviser and assistant to the minister's parliamentary secretary, Liberal MP **Kamal Khara**.

Ms. Szymberski was previously working in Infrastructure and Communities Minister **Amarjeet Sohi**'s office as an assistant to the minister's parliamentary secretary, Liberal MP **Marc Miller**.

She joined Mr. Sohi's staff team in March 2017, and before that was a parliamentary assistant to Mr. Miller in his capacity as the Liberal MP for Ville-Marie-Le-Sud-Ouest-Île-des-Soeurs, Que. She has a background in law and is a former associate with both Clyde & Co. LLP in Montreal and with Kugler Kandestin LLP.

With her addition to Ms. Lebouthillier's office, **Janick Cormier**, who was previously assistant to the minister's parliamentary secretary and a special assistant for Atlantic and Quebec regional affairs, is now a special assistant focused on special projects.

Taking over Ms. Cormier's former regional affairs role is **Thomas Gagné**—the most-recent staffing addition to Ms. Lebouthillier's office—who started on the job as the new special assistant for Atlantic and Quebec regional affairs on Feb. 12.



Thomas Gagné. Photograph courtesy of LinkedIn

Before then, Mr. Gagné was working as a special assistant in the Liberal caucus' research bureau on the Hill. He joined the research office, also known as the LRB, in January 2016 and before that was a political adviser to Quebec Liberal MNA **André Fortin**, who represents the provincial riding of Pontiac and is currently Quebec's minister for transport, sustainable mobility and transport electrification.

Josée Guilmette is chief of staff to Ms. Lebouthillier. Also currently working for the revenue minister are political aides: **Anne Ellefsen-Gauthier**, director of policy; **Jérémy Gauthier**, policy adviser; and **Gabrielle LaBadie-Johnson**, executive assistant to Ms. Guilmette.

The LRB is funded by the House and meant to support the work of the party's caucus on the Hill; it's overseen by managing director **Melissa Cotton**, aided by **Julie DeWolfe**, director of caucus services and planning. The Liberals' caucus research office was allocated a budget of \$3,028,200 for 2017-18.



Damien O'Brien is director of strategic research in the LRB. Photograph courtesy of LinkedIn

In belated LRB staffing news, **Damien O'Brien** has been hard at work as director of strategic research in the office since September. Before then, he'd spent roughly the last year as a senior public affairs consultant

at Edelman.

Mr. O'Brien is also a former Queen's Park Liberal staffer, and during his years at the provincial legislature spent more than a year-and-a-half as a research analyst with the Ontario Liberal caucus service bureau—the provincial equivalent of the LRB—starting in May 2010. He's also a former MPP liaison and special assistant for communications and policy to then Ontario transport minister **Bob Chiarelli**, and a former assistant to then Ontario community and social services minister **Ted McMeekin**, amongst other past roles.

Trade minister scoops up aide from minister Bennett's office

International Trade Minister **François-Philippe Champagne** recently hired **Jennifer Kuss** to serve as his new senior special assistant for Ontario regional affairs and stakeholder relations.

Ms. Kuss was previously working away as an issues manager to Crown-Indigenous Relations and Northern Affairs Minister **Carolyn Bennett**, and marked her last day in the minister's office on Feb. 16. She had joined Ms. Bennett's political staff team in late 2016, and before that was a communications strategist in the LRB.

She studied public relations at the University of Ottawa.

Julian Owens is chief of staff to the trade minister.

Mr. Champagne's ministerial office also currently includes: **Christopher Berzins**, director of policy; **Jamie Innes**, director of parliamentary affairs; **Joseph Pickerill**, director of communications; **Pierre-Olivier Herbert**, press secretary; **Lynne Lessard**, deputy press secretary; **Philippe Rheault**, senior policy adviser; **Sriram Raman**, policy adviser; **Yanique Williams**, policy adviser; **Marc-André Poirier**, special assistant; **Alex Corbeil**, special assistant for parliamentary affairs; **Jill Swenson**, special assistant for operations and northern and western regional affairs; and **Jim Kapches**, special assistant to the minister's parliamentary secretary, Liberal MP **Pamela Goldsmith-Jones**

PPS director hires former Senate adviser as new chief of staff

RCMP chief superintendent **Jane MacLatchy**, director of the Parliamentary Protective Service, has named former Senate adviser **Joseph Law** to serve as her chief of staff, as of Feb. 19, a brand new appointment to support the integrated security service on the Hill.

Mr. Law was previously an executive adviser to the Senate's chief corporate services officer, **Pascale Legault**, who's also clerk of the Senate's Internal Economy, Budgets and Administration Committee, and while there, "played an integral role in the transition planning process of the former parliamentary security services" after the PPS was first established in 2015. The chief corporate services officer is a member of the Senate administration.

Previously, the RCMP's **Melissa Rusk** had served as executive officer and senior adviser to Ms. MacLatchy.

In his new role as chief of staff, Mr. Law will be "responsible for directing the strategic and policy objectives of PPS, as well as overseeing its communications, correspondence and issues management program," as described in a memo announcing the appointment on Feb. 19.

Mr. Law, in an email response to **Hill Climbers** last week, said overall, his job is to "advance" PPS's objectives.

"That means having a solid understanding of the issues and giving advice accordingly, particularly in a parliamentary context—I think that's important," he said.

"Equally important is staying agile and ensuring that the needs of employees are met. Among other things, I will be overseeing the communications team as well as the policy branch."

For now, he's tackling all media requests related to PPS—which is currently in the midst of an ongoing, almost year-long labour dispute with unionized House of Commons security officers—though there are plans to further staff up.

"I'm looking forward to growing my team and carrying out some new initiatives," said Mr. Law.

lryckewaert@hilltimes.com

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Federal budget to be tabled in House on Feb. 27

Parliamentary Calendar



MONDAY, FEB. 26

New PBO Report to be Released Monday—The Parliamentary Budget Office will release a new report on Monday, Feb. 26, at 10 a.m. entitled “*Supplementary Estimates (C) 2017-18*” on the website at www.pbo-dpb.gc.ca.

The House Is Sitting—The House is sitting on Feb. 26 and will sit every weekday until breaking again on March 2. It will take a two-week break from March 5-16. After returning on March 19 and sitting every weekday for the next nearly two weeks, the House will again break from March 30 to April 13. It will resume sitting April 16 and sit every weekday until leaving for a one-week break from May 14-21. After returning on May 22, the House is scheduled to sit every weekday until adjourning for the summer break in late June. The Senate will largely follow the same schedule, though the Senate traditionally only sits Tuesday to Thursday, and is scheduled to break a week later in the spring, on June 29.

NAFTA Round 7—The next round of NAFTA talks are in Mexico City and run from Feb. 25 to March 5

TUESDAY, FEB. 27

Luncheon: Syrian Refugees: No Relief in Sight—The Group of 78 presents this luncheon featuring Fatos Baudoin, a WHO consultant in Turkey in the city of Gaziantep where two large refugee camps are located and the refugee population comprises 22 per cent of the city population. Noon. Palais Imperial Restaurant, 311-313 Dalhousie St., Ottawa. \$30 for lunch and presentation, \$5 for presentation only. For presentation only, please plan to arrive by 12:45 p.m. Reservations can be made online through Eventbrite, or by email: group78@group78.org, or by phone: 613-565-9449 ext. 22 by Friday Feb. 22, by noon. For more information, email group78@group78.org, or call 613-585-9449.

Federal Budget Release—Finance Minister Bill Morneau will give the annual federal budget speech at about 4 p.m. in the House of Commons. Separate lock-ups for journalists and stakeholders will be held before the release. The media lock-up will start at 9:30 a.m. and will be held at 111 Sussex Dr. (John G. Diefenbaker Building) in Ottawa. Entry to the media lock-up is restricted to journalists accredited through the Parliamentary Press Gallery.

Carleton University 2018 Bell Lecture with Jean Charest—The 2018 Bell Lecture will be delivered by Jean Charest, former Quebec premier, deputy prime minister of Canada, federal Progressive Conservative Party leader, and Quebec Liberal Party leader. He'll speak on “Change, Trends, and Canada,” including the topic of NAFTA. 7-9 p.m. Richcraft Hall, Carleton University campus, 9376 University Dr., Ottawa. Register via: <https://carleton.ca/fpa/events/the-bell-lecture/>.

WEDNESDAY, FEB. 28

Canadian Federation of Agriculture Annual General Meeting—This conference will take place Feb. 28 to March 1. Speakers include Agriculture Minister Lawrence MacAulay, Conservative agriculture critics Luc Berthold and John Barlow, and Canada's chief NAFTA negotiator Steve Verheul. Ottawa Marriott Hotel, 100 Kent St., Ottawa. cfa-fca.ca.

Canadian Association of Defence and Security Industries Reception—CADSI invites all Members of Parliament and Senators to join them for a reception in celebration of the important partnership between government and Canada's innovative defence and security industries. 5:30-7:30 p.m. Commonwealth Room, Centre Block.

Associated Equipment Distributors Parliamentary Reception—All MPs and Senators are invited to meet associated equipment distributors from across Canada during their annual Ottawa briefing. AED is an international trade association representing companies involved in the distribution, rental, and support of equipment used in construction, mining, forestry, power generation, agriculture, and industrial applications. 5-7:30 p.m. (or after votes. Parliamentary Dining Room, Centre Block. RSVP to rsvp@blueskystrategy-group.com or 613-241-3512.

Ontario PC Leadership Debate in Ottawa—Ontario PC leadership candidates will square off at a debate in Ottawa. Ontario PC leadership candidates will square off at a debate in Ottawa. It will be moderated by *HuffPost Canada's* Althia Raj. It will be held in the Trillium

Room (fourth floor) of the Shaw Centre, 55 Colonel By Dr. 6:30-8:30 p.m. To be live-streamed on the party's Facebook, Twitter, and YouTube pages.

THURSDAY, MARCH 1

Perspectives on Tax Reform and Innovation—Join the Canadian Club of Ottawa and panellists from industries driven by innovation for lunch and a discussion on the impact that tax reform is having. The panellists are Dr. Gigi Osler, president-elect of the Canadian Medical Association, and Russ Roberts, senior vice-president at the Canadian Advanced Technology Alliance. The moderator is Bryan Haralovich, a partner with Welch LLP. 11:30 a.m. to 1:30 p.m. Chateau Laurier, 1 Rideau St.

SATURDAY, MARCH 3

Trauma-Informed Journalism Symposium—This daylong symposium is meant for journalism students and working journalists to acquire new skills to cover traumatic incidents and report on people who have



Finance Minister Bill Morneau, pictured, will release the budget on Feb. 27 at 4 p.m. in the House. Last year, the federal government projected to spend \$330-billion. The deficit is \$28.50-billion. *The Hill Times* photograph by Andrew Meade

experienced trauma. Sponsored by Carleton University, Unifor, and several journalism and mental-health groups. 9:30 a.m.-4 p.m. Richcraft Hall atrium (formerly River Building), 9376 University Dr., Ottawa. Free. Register via Eventbrite.

NPSIA Soirée 2018—The Norman Paterson graduate School of International Affairs (NPSIA) at Carleton University is hosting a black-tie charity dinner gala at the Fairmont Chateau Laurier featuring former CBC broadcaster Peter Mansbridge, with funds raised going to the Ottawa Food Bank. The evening's theme is “Sound Reporting in a Disquieted World.” 6:15-10:30 p.m. \$100-\$250 per ticket. For more information, visit npsiasoiree.com.

SUNDAY, MARCH 4

PDAC 2018—The Prospectors & Developers Association of Canada hosts its annual International Convention, Trade Show & Investors Exchange, March 4-7. Metro Toronto Convention Centre. This industry event attracts cabinet ministers from many of the world's top mining countries.

TUESDAY, MARCH 6

CARE Canada's Walk In Her Shoes—Ahead of International Women's Day, CARE Canada will be leading its second annual Walk In Her Shoes event in support of women and girls worldwide. Parliamentarians, diplomats, public servants, students, women, and men are invited to join this lunchtime walk, which will kickoff at Parliament Hill. 11:30 a.m. To learn more or register: walkinher shoes.ca.

WEDNESDAY, MARCH 7

Bank of Canada Overnight Rate Release—The Bank of Canada will announce its overnight rate target today at 10 a.m.

THURSDAY, MARCH 8

OEA/CABE Spring Policy Conference—The Ottawa Economics Association and Canadian Association of Business Economics are hosting a conference discussing various aspects of inclusive growth in Canada. Sessions cover issues such as the gender wage gap; labour market integration of Indigenous people, women, older workers, and migrants; financial inclusion; inclusive tax policy; and the progressive trade agenda. The keynote speakers are Annette Verschuren, chair and CEO, NRStor Inc., and Douglas J. Porter, chief economist and managing director of BMO. 8 a.m.-4:30 p.m. Chateau Laurier Hotel, Ottawa. Conference fees apply. For more details on speakers, rates and registration, please visit cabe.ca.

Caucus. The guest speaker will be John Peller, CEO of Andrew Peller Limited, the leading wine producer in the country, representing recognized brands from Ontario (Peller Estates, Thirty Bench, Trius) and B.C. (Black Hills, Gray Monk, Peller Estates, Sandhill, Tinhorn Creek) to name a few. 6:15-8 p.m. Parliamentary Restaurant, Room 602. Space is limited, so RSVP by Feb. 21 to elisa@canadianvintners.com.

TUESDAY, MARCH 20

Bacon and Big Thinking—Attend this special interdisciplinary discussion, “Arctic warming: land and communities on the cusp of rapid change,” brought to you by the Partnership Group for Science and Engineering and the Federation for the Humanities and Social Sciences. Join Susan Kutz, University of Calgary, and Jackie Dawson, University of Ottawa, in a conversation moderated by Pitsseolak Pfeifer at the Parliamentary Restaurant. Free for Parliamentarians and media, breakfast included (\$25 others; \$10 students). 7:30-9 a.m. Register at www.ideas-idees.ca/big-thinking.

WEDNESDAY, MARCH 21

Canadian Cattlemen's Association Annual General Meeting—The CCA's 2018 Annual General Meeting will take place March 21-23, at the Ottawa Marriott Hotel, 100 Kent St., Ottawa. The meeting brings together directors from provincial member associations to determine policy for the industry. It also allows CCA the opportunity to meet and discuss industry issues with Parliamentarians at an annual reception held near Parliament Hill.

FRIDAY, MARCH 23

Former First Lady Michelle Obama to Speak in Calgary—Former U.S. first lady Michelle Obama will be in Calgary for a 7 p.m. event at the Calgary Stampede Corral. For tickets, calgarychamber.com or ticketmaster.ca.

MONDAY, MARCH 26

Women on the Hill Gathering and Reception—In Honour of International Women's Day, join women in politics, government, media, business, academia, diplomacy and civil society to celebrate where we've been and where we're headed. Hosted by Earncliffe Strategy and facilitated by Famous 5 Ottawa, Equal Voice and the All-Party Parliamentary Women's Caucus, this event is invitation only. March 26, 5 p.m.-7 p.m., Sir John A. Macdonald Building, 144 Wellington St., Ottawa.

THURSDAY, MARCH 29

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. March's topic is the job search. 2:30 p.m. To join the group or participate in the meeting, please contact andjelka.vidovic@embassyservices.org.

THURSDAY, APRIL 12

Wonk Prom—Get ready to polish off your glasses for Wonk Prom, the official after-party of the Public Policy Forum Testimonial Dinner. An annual celebration of politics, policy, and the people who make it happen, this year's party will raise funds to support Samara's research and programming. Steam Whistle Brewing, 255 Bremner Blvd., Toronto. 8:30 p.m. \$35 at the door or \$20 for low-wage attendees. Early bird tickets are \$25, while advance tickets cost \$30. For tickets, visit <https://www.eventbrite.com/e/wonk-prom-tickets-39614560216>.

THURSDAY, APRIL 19

Liberal Party National Convention—The Liberals will hold a national convention April 19-21, in Halifax, N.S.

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.

The Hill Times

SATURDAY, MARCH 10

2018 Ontario PC Leadership Race—Ontario PC members will select a new leader to replace Patrick Brown today. Online voting will run Friday, March 2 to Thursday, March 8.

SUNDAY, MARCH 11

Canadian Screen Awards, Toronto—MPs and Senators are invited to attend the Canadian Screen Awards at the Sony Centre for the Performing Arts in Toronto to celebrate homegrown excellence in film, television, and digital media, in front of and behind the scenes. Tickets are required. Please RSVP to emily@blueskystrategygroup.com as soon as possible.

FRIDAY, MARCH 16

Seminar: Members and their Constituency—The Canadian Study of Parliament offers this seminar. It will bring together Parliamentarians, academics, parliamentary staff, and journalists who will look into the nature of constituency representation and engagement, while also exploring competing ideas about what the “constituency” is and how it may differ for some Members. Includes breakfast and buffet lunch. \$150 members; \$200 non-members; \$25 students/retirees. For more information, visit cspg-gcep.ca, or contact the CSPG Secretariat at 613-995-2937 or info@cspg-gcep.ca.

MONDAY, MARCH 19

Canadian Wine Caucus Meeting—MPs are invited to the Winter 2018 meeting of the Canadian Wine



Extra! Extra! Read the full Parliamentary Calendar

online



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