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News Wet'suwet'en

UNDRIP provides 'guide' to resolving tensions among Indigenous communities over questions of authority, say experts

BY BEATRICE PAEZ

Legislation that would implement the UN's declaration on Indigenous rights provides a "guide forward" in reconciling the tensions at play between the

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News Public service

Public service hiring up, but report finds manager, employee concerns around feds' new staffing process

BY MIKE LAPOINTE

Although a recent government report shows fairly substantial growth in the federal public service, as well as an increase in the promotion rate within the service for the sixth year in a row, there are concerns among both

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News Prime Minister

Trudeau's handling of Wet'suwet'en blockades critical to his political credibility, reconciliation, say former cabinet minister, pollsters



Prime Minister Justin Trudeau, pictured on Feb. 21, 2020, at the National Press Theatre in Ottawa where he said 'the barricades must now come down.' The prime minister's credibility is on the line as he handles rail blockades and reconciliation. *The Hill Times* photograph by Andrew Meade

BY ABBAS RANA

The issue of Indigenous blockades of key transportation routes in support of the Wet'suwet'en Nation is one of the biggest public policy challenges that Prime Minister Justin Trudeau has faced in his political career,

and a failure to resolve the crisis to the satisfaction of most Canadians will raise questions about his ability to handle this politically sensitive situation and reconciliation, say a former Indigenous Affairs minister and pollsters.

"If this doesn't change, and improve here over the next few

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News NAFTA 2.0

Downe calls for Parliament to have power to amend new NAFTA, Liberals pledge to share objectives of future trade talks with House

BY NEIL MOSS

The power of American lawmakers to modify trade agreements has inspired their Canadian counterparts to look for more of their own influence over the trade negotiation process, say some parliamentarians.

CSG Senator Percy Downe (Charlottetown, P.E.I.) said the work

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News Senate & harassment

Senators put spotlight back on harassment, 'loophole' blocked bullying complaint, says one

BY PETER MAZEREEUW

Senators called for change, and scolded each other about workplace harassment in and outside of the Senate Chamber last week, while all the government's

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HEARD ON THE HILL

by Neil Moss

Energy, reconciliation, and Canada-China relationship in the spotlight at Pearson Conference



Conservative MP Dean Allison, left, Green Party Parliamentary Leader Elizabeth May, middle, and Associate Finance Minister Mona Fortier, right, will be speaking at the two-day Pearson Conference this week. *The Hill Times* photographs by Andrew Meade and *The Hill Times* file photograph

With three crises unfolding in the early days of the 43rd Parliament, current events have dominated the political landscape on the Hill. An upcoming conference will look at what Canadians want to see tackled in the coming sittings of the new minority Parliament by the government and the opposition parties.

Associate Finance Minister **Mona Fortier** will give the keynote address for the two-day conference, which will focus on energy, reconciliation, and Canada's turbulent relationship with China.

There will also be a talk between Business Council of Canada president **Goldy Hyder** and Canadian Labour Congress leader **Hassan Yussuff**.

Panels at the Pearson Conference, happening from Feb. 24 to 25, will include discussions on the new political dynamics, the economy, energy, the environment, and reconciliation, as well as foreign affairs and Canada's relationship with China.

In addition to Ms. Fortier, panelist speakers will include Green Party Parliamentary Leader **Elizabeth May**, Conservative MP **Dean Allison**, Liberal MPs **Ruby Sahota** and **Julie Dzerowicz**, Independent Senator

Liberals announce Freeland as co-chair for Ontario leadership convention

Deputy Prime Minister **Chrystia Freeland** was selected as one of the two chairs of the Ontario Liberal leadership convention that is taking place between March 6 and 7 in Mississauga, Ont.

Joining the intergovernmental affairs minister as the other co-chair is interim Ontario Liberal Leader **John Fraser**.

Steven Del Duca is currently the front-runner for the nomination.

"Freeland is a champion of Liberal values both at home and abroad, fighting to preserve liberal democracy and national unity," Ontario Liberal Party president **Brian Johns** said in a statement.

Since being shuffled as the foreign affairs minister into her new file, Ms. Freeland has been tasked with managing the rocky relationship between Ottawa and the West, as well as overseeing the Canada-U.S. relationship and the ratification of the new NAFTA.

Along with Mr. Del Duca, MPP **Michael Coteau**, past provincial Liberal candidate **Kate Graham**, Ottawa lawyer **Brenda Hollingsworth**, MPP **Mitzie Hunter**, and former candidate **Alvin Tedjo** are running to be the Liberal leader heading into the next Ontario election.



Chrystia Freeland will serve along with interim Ontario Liberal Leader John Fraser as the chair of the Ontario Liberal leadership convention. *The Hill Times* photograph by Andrew Meade

Maxime Bernier launches YouTube show

He may not have speaking time in the House anymore, but **Maxime Bernier** has another space to be heard. The People's Party leader has launched a YouTube show.

In the first show, which was launched Feb. 16 and runs nearly 45 minutes, he spoke to former Statistics Canada chief economic analyst **Philip Cross**.

The show is hosted on the People's Party YouTube Page and as of Feb. 21 it has just over 15,000 views.

The former Harper cabinet minister also spoke about why he won't be rejoining the Conservative Party, and opined on the Wet'suwet'en protest.

In the October election, Mr. Bernier lost his Beauce, Que., seat and the People's Party failed to gain traction, only garnering 1.64 per cent of the national vote.



People's Party Leader Maxime Bernier is pictured at the English-language federal debate on Oct. 7, 2019. *The Hill Times* photograph by Andrew Meade

Volpe takes shot at World Series cheating Astros at House Trade Committee

Sometimes those appearing in front of House Committees bore MPs to sleep, but **Flavio Volpe** had a few solid zingers mixed into his testimony in front of the House Committee on International Trade.

The president of Automotive Parts Manufacturers Association—and son of former Liberal MP **Joe Volpe**—took a swipe at the Houston Astros baseball team, which is in the midst of a cheating scandal.

The 2017 World Series winning Astros were found to using technology to find out what type of pitch their opponents were going to use next, and banging a garbage bin to alert their batters. They are also facing an allegation that some players were wearing buzzers underneath their jerseys—a claim that Astros players deny.

But unlike those cheaters, Mr. Volpe told the committee, the Canadians renegotiating NAFTA had to react on the fly.

"Unlike the Houston Astros hitters, nobody hit the garbage bins for us," he said. "We had to react to pitches on skill with no warning and we won."



Automotive Parts Manufacturers' Association president Flavio Volpe took aim at the Houston Astros during his appearance at the House Trade Committee. *The Hill Times* photograph by Andrew Meade

The fraught negotiations involved very public and very dramatic twists and turns, including personal attacks aimed at Prime Minister **Justin Trudeau** following the G7 meeting in Charlevoix, Que., from senior White House advisers and angry tweets from U.S. President **Donald Trump** himself.

"It was a non-partisan, public-private effort. It was amazing and I was proud to be a footnote in this history's chapter," Mr. Volpe said at committee.

Mr. Volpe also took time reminiscing about his father's career on the Hill, even noting some on the committee had served with him, such as Liberal MP **Sukh Dhaliwal**.

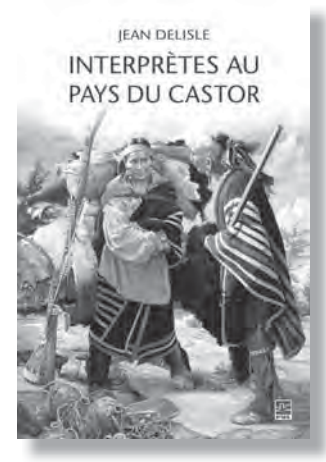
"My father was a 7-time Member of Parliament. I spent over two decades coming to [the House of Commons] to visit him at work," he wrote on Twitter.

"Every time I'm here on business I'm reminded what a privilege it was to learn how government works at the feet of the master."

Murray Sinclair to host launch for book on early Canadian interpreters



Murray Sinclair, left, will host a launch for Jean Delisle's new book, *Interprètes au pays du castor*, on Feb. 27. *The Hill Times* photograph by Andrew Meade and book cover image courtesy of Presses de l'Université Laval



During the height of pre-Confederation trading, interpreters served as important links between settlers and Indigenous peoples. A new book looks at 15 of them and their impact on Canadian culture, politics, and trade.

Independent Senator **Murray Sinclair** will host a launch for **Jean Delisle's** new book, *Interprètes au pays du castor*, on Feb. 27 at 1 Wellington St.

Sen. Sinclair was the chief commissioner of the Truth and Reconciliation Commission, and the first Indigenous judge appointed in Manitoba.

"As key actors amongst Indigenous peoples, Caucasians, and Inuit, interpreters played an

important and yet little-known role in the history of Canada," according to the book's description. "The interpreters brought to life in these pages all had an extraordinary destiny."

Some interpreters have been named persons of national historic significance by the Canadian government, including **Pierre Boucher** and **Jean Baptiste Lolo**.

Prof. Delisle is a Royal Society of Canada fellow and a University of Ottawa emeritus professor.

The book launch will start at 6 p.m. The 374-page book is being published by Presses de l'Université Laval.

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Opinion



A drummer, pictured on Feb. 7, 2020, sings at the corner of Metcalfe Street and Laurier West Avenue in a march in support of the Wet'suwet'en land defenders in Ottawa. *The Hill Times* photograph by Andrew Meade

We're adding to the crisis in the relationship with Indigenous peoples

This is also about government overreach in Indigenous governments, the oil and gas industry's hardening grip on a dying energy source, the alarming tendency of the RCMP to use excessive force when Indigenous peoples are involved, and a desperation that Canada doesn't really want to do reconciliation.



Rose LeMay

Stories, Myths, and Truths

OTTAWA—We are adding to the crisis in the relationship with Indigenous peoples.

It's a crisis. Many people are scrambling to come up with policy options. Tensions are high. We all want it resolved. And that, Ottawa, is pretty much all that we can agree on. Those are the facts. Everything else is contested and/or complicated.

Is it about pipelines? Yes. And it's also about government overreach in Indigenous governments, the oil and gas industry's hardening grip on a dying energy source, the alarming tendency of the RCMP to use excessive force when Indigenous peoples are involved, and a desperation that Canada doesn't really want to do reconciliation. There's a desperation that Canada doesn't value Indigenous communities, and a fear that the daily racism and unconscious bias against Indigenous peoples might continue to risk our daily lives.

The rhetoric that criminalizes Indigenous peoples' perspectives and rights, for example Andrew Sheer, and also the social media flaming against Indigenous writers, this is precisely what prolongs and deepens the crisis. Because this is proving the fears of Indigenous peoples, that racism and unconscious bias are alive and well and perhaps untouchable.

What's next? I have a few thoughts, and I only speak for myself. No, I don't speak for all First Nations.

It would benefit Ottawa to take responsibility for its own unconscious bias against Indigenous peoples. Our brain has two "systems," the automated quick response based on implicit

associations, emotions, and past experiences; and the slower, more methodical system based on logic and reason. Our culture and socialization give us the "software" or content for the automated quick response part. Sometimes it works. Sometimes it isn't helpful.

The colonial hangover in Canada is the unconscious bias against Indigenous peoples. It shows itself in the intentional lack of inclusion of Indigenous peoples, and in the tendency for non-Indigenous peoples to speak on Indigenous perspectives. It shows itself in a hundred different ways that combine and result with the RCMP aiming rifles at Indigenous women and taking away their ceremonial drums, as reported by Amber Bracken in *The Narwal* on Feb. 10.

Here's some of the evidence of the unconscious bias flaming the crisis. The Liberals' lines of "everyday Canadians" and "middle-class Canadians," which clearly never include Indigenous peoples. The use of the word "protest" when Indigenous peoples are involved, and "demonstration" when it's everybody else. The number of panels in the news with non-Indigenous journalists weighing in with their ideas of what Indigenous peoples want. The tendency to dismiss Indigenous knowledges (hereditary systems, connection to the land), and belittle Indigenous perspectives.

Let's put it another way. Hypothetically, let's pretend a national oil conglomerate decided it needed a new pipeline and demanded that it will run straight through Rockcliffe Park because it's the least risky, economically

speaking. Let's pretend that some people in the neighbourhood agree and take the payout, and some don't. Those who disagree with the pipeline stand in front of their schools and libraries to protect them. Here's where the analogy starts to show itself: I highly doubt journalists would slay Rockcliffe people because they lack consensus. And I know the RCMP would not storm down Buena Vista Road to clear the way for the pipeline developers.

This is how we challenge unconscious bias. We slow it down and we think about it. We consider if this is how we would talk about it if it were any other group, and then we get to decide whether or not we want to perpetuate the racism or choose respect.

The change required is not going to be easy, because it's bigger than we thought, and it's not a change Ottawa gets to "do to" others or through law on others. The change required is that Ottawa itself needs to take responsibility for its unconscious bias. Politicians, political insiders, government executives, this is on you. Until this fundamental change occurs, Ottawa will continue to contribute to the crisis.

Rose LeMay is Tlingit from the West Coast and the CEO of the Indigenous Reconciliation Group. She writes twice a month about Indigenous inclusion and reconciliation. In Tlingit worldview, the stories are the knowledge system, sometimes told through myth and sometimes contradicting the myths told by others. But always with at least some truth.

The Hill Times

Keeping the St. Lawrence Seaway Open for Business: We need high water solutions that don't turn Canadians against each other

BY BRUCE BURROWS, PRESIDENT AND CEO OF THE CHAMBER OF MARINE COMMERCE

High water levels are wreaking havoc across the Great Lakes-St. Lawrence region damaging shoreline residential, business and port infrastructure and threatening the operation of one of our nation's most important trade and transportation corridors – the St. Lawrence Seaway.

During the past year, the rising water levels have continuously led to calls from flooded local residents and politicians to “open the floodgates” at one dam on the St. Lawrence Seaway to lower Lake Ontario levels. However, this move would create fast-moving, unsafe currents that would stop marine shipping and cost the Canadian and American economies up to \$250 million in lost business revenues a week – impacting farmers, steel and manufacturing employees, miners and construction workers and the myriad of others whose livelihoods depend on the cargo carried on the waterway.

Moses-Saunders dam has little impact on high water problem

Scientific evidence has and continues to demonstrate that outflow levels at Moses-Saunders dam have little impact on the problem, lowering the Lake by centimetres only to have more water come flooding in from Lake Erie and the other overflowing Great Lakes – all at record levels. During the winter months, the International Lake Ontario-St. Lawrence River Board let out as much water as it could without impacting municipal water intakes, engineering works and causing ice jams — only to have much of that progress wiped out by two days of

heavy rainfall. Factor in the delicate dance of not flooding downstream communities in Montreal (which are also impacted by water from the Ottawa River) and there is often very little room to manoeuvre, without even considering the importance of maintaining navigation on the St. Lawrence Seaway.

It's time to stop pitting communities, businesses and shipping against each other and for politicians to start working with all the affected stakeholders on smart, effective solutions. Shutting down or interrupting Canadian, American and international trade on the St. Lawrence Seaway and further damaging the economy and our nation's global trading reputation should never be an option.

We have already seen the very real economic consequences of transportation network shutdowns twice in the last six months with our railways; and imagine the public hue and cry if Hwy. 401 were to close for an extended period of time.

Twenty-five per cent of all Canadian grain exports transported on bulk vessels travel through the Great Lakes-St. Lawrence River waterway. Canadian and U.S. industries specifically located their mines, plants and grain terminals on this waterway and have organized their entire supply chains around using marine shipping to transport huge volumes of materials and products within North America and to and from overseas.

For many mines, quarries and steel and other manufacturing plants – there is no

alternative transportation infrastructure network waiting in the wings. These businesses will be scrambling to deal with lost business or find thousands of trucks to fill the gap at extra cost, as each ship can carry as much cargo as 963 trucks. With ships producing 500% less carbon per tonne kilometre than trucks, the sad irony is that interrupting Seaway shipping would actually contribute to exacerbating the problem that many scientists are linking to the huge swings in precipitation in the Great Lakes – climate change.

Marine shipping is already feeling the pain of high water

In 2019, marine shipping worked diligently with stakeholders for a solution to ensure safe navigation at record outflow levels from Moses-Saunders dam for five months to help lower Lake Ontario, taking on 26 mitigation measures that caused shipping delays, lost cargo business and millions of dollars of extra operating costs. Throughout this winter, we have been working with our ship captains, the St. Lawrence Seaway and experts in Canada and the United States to identify technology and further mitigation measures that could be tested to potentially allow safe navigation to continue at higher outflow levels in the coming season.

But this is not the answer to a widespread and complicated problem. We need to study and develop an action-plan with all levels of government and stakeholders at the table looking at every possible avenue – shoreline resiliency, flood management zones and other infrastructure investments for land and business owners.

In the face of adversity, we need smart solutions that bring Canadians together and protect our nation's environmental and economic progress.

St. Lawrence Seaway shipping customers on the consequences of interrupting navigation

“It disrupts our ability to supply our international customers and harms Canada's reputation as a reliable supplier of grains, oilseeds and pulse crops throughout the world. A disruption to the grain supply chain of any length of time means lost shipping opportunities that will never be recovered.”

Wade Sobkowich, Executive Director of the Western Grain Elevator Association (WGEA), representing major grain businesses handling in excess of 95% of western Canada's bulk grain exports

“The result of such action would be transportation chaos with negligible benefits. A mid-season shutdown of as little as 20 days would send manufacturers and farmers scrambling to find alternative transportation for as much as a million tonnes of cargo. If port users could even find alternative transportation, it would likely be a truck, resulting in more than 40,000 new truck trips between the Greater Toronto-Hamilton Area and Montreal.”

Ian Hamilton, President and CEO of HOPA Ports (Hamilton-Oshawa Port Authority)

“Canadian Fuels members rely heavily on the St. Lawrence Seaway throughout the commercial navigation season. This reliance is not only for receiving feedstocks, but also to supply refined petroleum products such as gasoline, diesel, jet fuel and finished lubricants to customers throughout North America, Europe and Asia. A predictable schedule for St. Lawrence Seaway operations is an essential component in this supply chain.”

Lisa Stilborn, Vice President, Public Affairs, Canadian Fuels Association



News Senate & harassment

Senators put spotlight back on harassment, 'loophole' blocked bullying complaint, says one

'It's gotten worse as the Senate has diversified,' says Saskatchewan Senator Lillian Dyck.

Continued from page 1

legislation was still working its way through the House of Commons.

A powerful Senate committee also heard testimony in a closed door meeting Feb. 20 from two former staffers who were abused by former senator Don Meredith.

Senators are still talking about whether or how to compensate Mr. Meredith's victims in the Senate. ISG Senator Pierre Dalphond (De Lorimier, Que.) says Mr. Meredith should lose his Senate pension, as well as his title.

A new policy for dealing with harassment cases is still working its way toward approval in the Red Chamber, but ISG Senator Marilou McPhedran (Manitoba) says its secret process for resolving complaints could make it no better than the policy it aims to replace.

Non-affiliated Senator Lillian Dyck (Saskatchewan), meanwhile, called out some of her colleagues for what she says was harassment during a committee meeting last summer.

Canadian Senators Group Senator Josée Verner (Montarville, Que.) also rose in the Senate last week to challenge fellow Senators to answer a series of questions about the Meredith case, saying the Senate "failed as an institution" in its response.

Meredith staff should be compensated by summer: Dalphond

Four months after the election the Liberal government has only introduced four bills into Parliament, in part due to the prolonged Christmas break and other break weeks in the parliamentary calendar. All of those bills still remain in the House of Commons.

Several Senators have used the available time to press for answers or action on the issue of workplace harassment in the Senate.

The Internal Economy Committee heard testimony for the first time from two of Mr. Meredith's former staffers. Mr. Meredith resigned from the Senate in 2017 on the eve of a vote to expel him from the Chamber, after details of his sexual relationship with a teenage girl became public. Mr. Meredith was also under investigation for workplace harassment at that time; a report by Senate Ethics Officer Pierre Legault later revealed that he had harassed and sexually harassed



Non-affiliated Saskatchewan Senator Lillian Dyck says harassment has gotten worse in the Chamber in recent years, as an independence movement and more diversity have changed the Senate. *The Hill Times* photograph by Andrew Meade

several members of his staff.

Two of them told their story to Senators on CIBA Feb. 20.

The former staff and Senators had "a good interaction" during the meeting, said Brian Mitchell, a lawyer representing the two former staffers, who spoke to reporters following the closed-door meeting.

"We look forward to moving this forward in a collaborative way to ensure resolution," he said.

Mr. Mitchell declined to say whether the victims were seeking compensation from the Senate for their treatment—which some Senators have called for on their behalf already.

"There are many options that are on the table at this time. We're going to take one day at a time," he said.

Sen. Dalphond said he thinks the Senate should consider hiring a retired female judge with experience in labour law to meet with the victims, review all of the reports into their harassment, and make a recommendation to CIBA about how they should be compensated for their treatment—whether through help getting counselling, monetary compensation, or whatever else they need.

"By the summer this whole thing should be finished," he said.

He also said Senators should consider trying to strip Mr. Meredith of his Senate pension, as well as his "honourable" title as a former senator.

Senate 'failed,' says Verner

Sen. Verner, who has also called for compensation for Mr. Meredith's former staff, rose in the Senate last week to challenge her fellow Senators to answer a series of questions about the way the Senate dealt with his harassment of staff. She asked why those staff had been afraid to file a formal complaint about the harassment by Mr. Meredith, and why Senators on CIBA had invoked privilege to avoid participating in an investigation by two consecutive Senate ethics officers. She said the Senate had "failed as an institution" in its handling of the case.

Conservative Senator Elizabeth Marshall (N.L.), her caucus' whip at the time of the harass-

ment, rose to defend herself immediately afterwards. She said she was aware of some of the harassment, and spoke to Mr. Meredith "quite strongly about what he had said and what he had done." She said she later sat for an interview with Senate Ethics Officer Pierre Legault as part of his investigation into Mr. Meredith, and turned over her notes on the matter to him.

Sen. Housakos rose in the Chamber as well, and said that privilege was invoked by the Internal Economy Committee because human resource issues are discussed in camera by the committee, and the steering committee wanted to respect the confidentiality of the victims.

New harassment policy 'more closed, less flexible'

CIBA approved a new draft policy for workplace harassment earlier this month. It has now gone to the Senate for debate, and is expected to go before the Senate Rules and Ethics committees for further study with a deadline of April 30.

Sen. McPhedran, however, said that policy has serious flaws—particularly a requirement for those who file complaints under the new process to stay silent about the matter, with consequences for those who don't.

"It's exactly the kind of language that causes fear, and causes people to be silent," she told *The Hill Times*.

"At the heart of my concern is that—I think with the best of intentions—what this subcommittee has generated is a more difficult,

more closed, less flexible system than what we have now," she said.

Senator says she was harassed during committee meeting

Non-affiliated Senator Lillian Dyck (Saskatchewan) started a Senate inquiry—an ongoing series of speeches by Senators—into "deficiencies or gaps" in the Senate's policies on harassment that occurs during parliamentary proceedings.

Sen. Dyck said in the Senate on Feb. 6 that some Senators on the Aboriginal Peoples Committee "continually patronized, demeaned and belittled me in my role as chair of the committee" during a June 11, 2019 meeting.

She declined to name the Senators who she alleges mistreated her—both in the Senate and a subsequent interview with *The Hill Times*—"as a matter of courtesy," she said.

Senator Dyck was appointed to the Senate by prime minister Paul Martin. She sat as a member of the Senate Liberal caucus before it dissolved, and before that as an NDP Senator. She is one of the Senators who now sits informally in the Progressive Senate Group, which does not have enough members to gain recognition by the Senate.

She said that the behaviour of those Senators fits the definition of harassment under the Senate's harassment policy. She said she tried to file a complaint with the Senate's Human Resources directorate, but was told the harassment policy doesn't apply to what happens during Senate proceedings, which are covered by parliamentary privilege. She said she got a similar response from the Senate ethics officer.

"There is no way for a Senator to bring forth a complaint of harassment during Senate proceedings by another Senator," Sen. Dyck said in the Chamber, calling it a "loophole" in the Senate's harassment policy "that must be rectified as soon as possible to ensure that senators are held accountable for their conduct at committee meetings."

On June 11, Senators on the committee were at odds over a motion from Sen. Murray Sinclair (Manitoba) to interrupt a clause-by-clause examination of a government bill, C-91 on Indigenous languages, in order to do a clause-by-clause examination of a private member's bill to implement the UN Declaration on the Rights of Indigenous Peoples, C-262, before returning to C-91.

Before that meeting, ISG and Conservative Senators had sparred in the Senate Chamber over the progress of C-262 and other private member's bills. The Conservatives used delay tactics to disrupt the progression of those bills in the Senate. Conservative Senate Leader Don Plett (Landmark, Man.), then the Conservative whip, argued that the Senate shouldn't spend time on private member's bills in June, when the Senate had a heavy roster of government bills to work on.

During the June 11 committee meeting, committee members squabbled across group lines—at length—over amendments to the bill introduced by Conservative Senator Dennis Patterson

(Nunavut); over whether or not Sen. Patterson was filibustering, or explaining his amendments; and over attempts by Sen. Dyck to curtail his speaking time for those amendments, among other things. Conservative Sen. David Tkachuk, who retired from the Senate Feb. 18, interjected repeatedly, arguing that Sen. Dyck was wrongly limiting the right of Senators on the committee to speak.

Sen. Dyck told *The Hill Times* that constant interruptions and challenges to her decisions as chair during the meeting by more than one Senator constituted harassment in her mind.

"They just totally disrespected any rulings that I had, and just disrespected the will of the [committee] majority," she said.

Senators should be allowed to complain about decisions to limit their speaking time during committee meetings, she said, "but there are limits. You can't complain about it for 90 minutes solid."

"In my mind what happened to me was much more complex and demeaning than unparliamentary language," the use of which is already barred under the Rules of the Senate. "This was constant belittling of my role as chair."

Sen. Patterson raised a point of privilege in the Chamber June 11 to complain about his speaking time being cut off by Sen. Dyck during the meeting, saying he had been "muzzled and disrespected."

Sen. Tkachuk told *The Hill Times* that Conservative Senators wanted to debate the UNDRIP bill until the end of the committee meeting, that they opposed it and did not feel obligated to pass it quickly at committee. He said it would be "preposterous" to say he was harassing Sen. Dyck by objecting to the limitations on his speaking time.

"If anyone has a claim to harassment, it's me," he said, noting that at one point Sen. McPhedran, who was also attending the meeting, asked that he leave the room.

Sen. Dyck said relationships between Senators had deteriorated in the time since Prime Minister Justin Trudeau (Papineau, Que.) triggered reforms to the Senate. He kicked Liberal Senators out of his caucus in 2014, then began appointing Senators without ties to any political party, most of whom now sit in the Independent Senators Group.

Sen. Dyck said the strained relationships and harassment within the Chamber had "gotten worse as the Senate has diversified"—particularly with the appointment of more "highly accomplished women who don't back down." She said that men had also harassed her when she was in a position of authority during her career as a professor and associate dean of neuropsychiatry at the University of Saskatchewan, before she was appointed to the Senate.

She said she hoped the Senate Rules Committee would close the "loophole" in the Senate's harassment policy regarding behaviour during parliamentary proceedings during its review of the new harassment policy for the Senate. peter@hilltimes.com



Independent Senator Marilou McPhedran says a proposed new harassment policy could discourage complaints. *The Hill Times* photograph by Andrew Meade



Canada is a world leader. Let's keep it that way.

The CRTC is considering granting mobile virtual network operators (MVNOs) access to the country's national wireless networks. This is positioned as creating more choice and lower prices. MVNOs do not invest in networks and, around the world, these arrangements have not delivered lower prices for consumers.

Yet mandating MVNO access would severely compromise the ability of Canada's wireless providers to maintain investment levels in networks and technology. Year after year, our investments have dramatically reduced costs to Canadians, while advancing Canada as a leader in global communications.

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Editorial

Trudeau shouldn't ask police to resolve blockade crisis

Prime Minister Justin Trudeau said on Feb. 21 that the onus for resolving the blockade crisis was now on First Nations leaders, but in reality he put it on the police.

Mr. Trudeau drew a line in the sand—sort of—during a press conference that day, saying in essence that attempts to negotiate had failed, and the job of the police was to enforce the law, and it was time for the barricades to come down.

How, precisely, are decision-makers in Canada's police forces supposed to interpret that, other than as a signal that they must now make these protests go away, and to do it peacefully?

Mr. Trudeau's claim that he can't tell the police what to do is hard to take seriously. His government's negotiations with the protesters led to the police moving off Wet'suwet'en territory. Reporting by *The Globe and Mail* has made quite clear that Mr. Trudeau's Liberals have eagerly intervened in the process for appointing judges, and Mr. Trudeau himself lobbied former justice minister Jody Wilson-Raybould to give directions to the Public Prosecution Service for political reasons.

If Mr. Trudeau believed it was time for police to move in and take down the barricades, he should have said so himself.

Protests can't hold Canada's economy hostage indefinitely. Canada also can't afford a setback to reconciliation with First Nations, already far behind schedule, and violence at the blockades would do just that. Police officers shouldn't be asked to solve that puzzle. Mr. Trudeau and the premiers should take a real position in public, and own the issue, one way or another.

Prime Minister Trudeau was quite rightly criticized last week for his lack of

clear or strong political leadership on the Wet'suwet'en solidarity blockades that had shut down major transit ways and railway lines in provinces across the country, including Quebec, Ontario, and British Columbia, resulting in 1,000 temporary layoffs at Via Rail and 450 layoffs at CN Rail. Some of the Wet'suwet'en hereditary chiefs are opposed to the proposed \$6.6-billion Coastal GasLink pipeline that would go through the hereditary land of the Wet'suwet'en people in northern British Columbia, and over the last two weeks blockades sprung up in support of and in solidarity with Indigenous people in cities across the country.

But the prime minister should also be recognized for trying not to enflame the situation and for working behind the scenes for a peaceful resolution. He was doing that, until Friday when he said the barricades must now come down. Most of the Indigenous leaders, meanwhile, have shown honest, credible leadership, which is in stark contrast to most of the tiresome, unsurprising theatrics in the House last week.

Reconciliation is not easy, and political leadership on this issue is challenging because it is about rights, livelihoods, the rule of law, and democracy. It's also about reconciliation and Indigenous people. The prime minister should take this opportunity to put his words into action and try to do the right thing for Indigenous people, which will also be the right thing for the country.

There is no simple solution to this conflict. Canada's economy can't be held hostage for weeks on end. But Canada can't afford to have its reconciliation with First Nations set further back. Mr. Trudeau's response will be a defining moment in his tenure as PM.

Letters to the Editor

Imagine the year 2050, federal government should reject Teck

In December at the Madrid climate talks, Canada told the world that our No. 1 priority is climate action. In June of 2019, Canada declared a climate emergency. If we're in an emergency, then we should behave like it. But we're not. Prime Minister Justin Trudeau is poised to approve the Teck project—a vast new tarsands mine that will spew carbon into our atmosphere for four decades, contradicting our 2050 net-zero carbon emissions pledge.

We have 0.5 per cent of the Earth's population, but with Teck we'd use up nearly one-third of the world's remaining carbon budget. At a time when we should be planning a managed phase out of fossil fuels there is no form of twisted logic to justify the approval of a new mine that will set off another global climate bomb.

It's disturbing to watch Mr. Trudeau pretend to care about the climate and at the same time continue to champion fossil fuel expansion. The Teck approval would mark a new low in climate hypocrisy.

If you even can't stop a brand new tar sands mine, then you're not a climate leader. You're a climate hypocrite.

I'm asking Mr. Trudeau and his cabinet to imagine the alternative to Teck. To imagine it's the year 2050, and they're looking back to 2020, that time when they chose a new path, rising to the challenge of climate change. That time they made the right decision. That time they rejected Teck.

Roland Montpellier
 Kanata, Ont.

Where were all the MPs on Top 100 Most Influential?

Re: "Minority rules: 2020's most influential figures to watch in federal politics," (*The Hill Times*, Jan. 27, 2020). Where were all the Members of Parliament in your list of the 100 most influential people in federal politics? Reading the special, I was struck by the number of people involved in political management, spin, and journalism on the list. I think the names in those categories outnumbered members of cabinet, and provincial governments by a good margin. The number of people not

elected, and not in cabinet, was so low I think I could have counted them on one hand. If you're right about your selections, then something is out of whack in Ottawa. Can all 300 or so people chosen by voters in the last election really be of so little importance on the Hill that they don't even merit a mention by you folks? Nobodies, indeed. (*Editor's note: There were about 28 federal politicians on this year's list of the top influencers.*)

Jim Cunningham
 Calgary, Alta.

Governments need to recognize real value of all our varied natural resources to fight climate change, says reader

Re: "Canada must gear up action for nature and climate," (*The Hill Times*, Feb. 15). Jay Ritchlin makes a strong case for the benefits of using nature-based climate solutions as an important way to help reverse global warming. If a technological innovation was developed to help maintain the temperature of the permafrost in the North, which is a vitally important carbon sink of GHGs, there is little doubt that it would qualify for support from the federal government.

But wait, there is already in place an important tool to do exactly that—it is

called the boreal caribou herd. As the herds graze and break through the insulation of snow, they expose the permafrost to cooler air temperature which helps it stay frozen. Could there be anything invented that would be as efficient or cost so little?

Governments need to recognize the real value of all our varied natural resources. Protection and restoration of eco-systems will pay future dividends and help to balance the books with Mother Nature.

Ruth Allen
 Toronto, Ont.



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Comment

Trudeau has every right to call for an end to the blockades

It is one thing for the hereditary chiefs to demand reconciliation from the rest of us.



Sheila Copps

Copps' Corner

OTTAWA—Prime Minister Justin Trudeau's conciliatory approach to the barricades is wearing a little thin.

It is fine to ask Canadians to exercise patience, but when more than 1,500 people are to be laid off because of illegal occupations, patience comes at a heavy cost.

Trudeau's decision to exclude Andrew Scheer from the opposition leaders' meeting was also ill-considered.

He may not agree with Scheer's perspective, but a discus-

sion involving opposition leaders should not be exclusionary.

How can one possibly rally the opposition, when the leader of the largest opposition contingent in the House of Commons is deemed persona non grata?

Many have characterized Scheer's speech on the blockade as inflammatory and destructive, which was why Trudeau declined to invite him to the opposition discussion.

That certainly was the case, but in a discussion, you can't only invite the people you agree with.

Whoever is advising the prime minister, is pursuing the same "go softly" approach that almost cost the Liberals the last election.

In the matter of SNC-Lavalin and former attorney general Jody Wilson-Raybould, Trudeau spent weeks trying to bring two former ministers onside with conciliatory public statements. He appeared oblivious to the public shellacking his reputation was taking from Wilson-Raybould and colleague and former minister Jane Philpott.

Harsh reactions are not in Trudeau's DNA. His first election promising sunny ways was a reflection of his own approach to life. His commitment to Indigenous reconciliation, for example, is personal and very real. And he sees the blockades as a litmus test



Prime Minister Justin Trudeau, pictured on Feb. 8, 2020, shortly before holding a cabinet meeting in the West Block on Parliament Hill. *The Hill Times* photograph by Andrew Meade

of that commitment.

But when the sun is not shining, leadership sometimes must replace conciliation with toughness.

During the SNC-Lavalin controversy last year, Trudeau refused to publicly rebuke caucus colleagues who were openly attacking his integrity. He tried unsuccessfully

for weeks to get Wilson-Raybould and Philpott back onside.

He sent caucus members to conciliate and did his level best to win them over in private without criticizing them publicly.

Instead, Trudeau simply succeeded to strengthening Wilson-Raybould's hand and casting himself as a weak and indecisive leader.

That impression of weakness was the key reason the Liberals were unable to garner the nation's confidence with a majority government.

Now in a minority, Trudeau has no choice but to converse with all opposition parties. The decision to exclude Scheer makes the Conservative leader the issue, and not in a good way for Trudeau.

Instead of trying to work with all parties to find a solution embraced by everyone, the Liberals have left the door open to making Scheer the lead spokesperson for law and order.

Trudeau was right to attack Scheer's comments in the House. It is not up to the government to call in the police. But it is certainly up to the prime minister to speak out loudly and clearly about the right of Canadians to get to work.

When a group is blocking parliament, a passenger train route or freight train links, it is illegally disrupting the right of other Canadians to go about their business.

The exercise of patience is not going to solve this dilemma. When Indigenous chiefs themselves are asking protesters to end their blockades, the prime minister needs to back up the chiefs.

Illegal occupation of workplaces should not be negotiable.

But in tying the current blockades into the reconciliation agenda, Trudeau risks losing the political credit for what his government has already accomplished.

Full funding for Indigenous education, an end in sight to boil water advisories, framework governance agreements, it is fair to say that there has been more progress on reconciliation in the past four years than has happened in the last four decades.

With all the premiers now demanding a solution, the pressure will mount on the prime minister to get tough.

It may go against his grain, but Trudeau needs to move quickly, or the unfettered blockades will spiral further out of control. The longer nothing is done, the more cross-country disruptions will spread.

With Indigenous leaders at his side, Trudeau has every right to call for an end to the blockades, as a sign of good faith.

It is one thing for the hereditary chiefs to demand reconciliation from the rest of us. But they need to show their good faith as well.

If they absolutely refuse to negotiate, there is no point in shutting down the Canadian economy to get them onside.

That wish would be as fruitless as the prime minister's hope last year that soft words would settle the SNC-Lavalin affair. Leadership can be tough.

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

The Hill Times

How to energize a political campaign

Every leadership campaign needs a sense of vitality, a sense of excitement, a sense of destiny; anything that mobilizes followers, wins over converts, turns doubters into donors, undecideds into boosters, and skeptics into believers.



Gerry Nicholls

Post Partisan Pundit

OKVILLE, ONT.—According to the ancient Greek philosopher Aristotle, "the energy of the mind is the essence of life."

That's a profound thought that I'd like to paraphrase thusly: the energy of an electoral campaign is the essence of politics.

And by "energy," I mean anything which injects a campaign with a sense of vitality, a sense of excitement, a sense of destiny; anything that mobilizes followers, wins over converts, turns doubters into donors, undecideds into boosters, and skeptics into believers.

Without such energy a campaign flounders; it bores the media, it deflates its base, it stagnates.

Maybe this is why many were hoping former cabinet minister John Baird would enter the Conservative Party leadership race, they believed his candidacy might inject some energy into what could evolve into a listless contest.

So how could Conservatives energize their campaign?

Well, one way to generate energy is through the persona of a candidate.

If a candidate has "charismatic appeal," he or she can exude an aura of vibrant energy which will then infuse the entire campaign with an infectious enthusiasm.

Often this charismatic energy is linked to youthfulness and to the allure of potential.

To see this in action, one need look no further than to Prime Minister Justin Trudeau, who, among other tactics, employed a strategy of using imagery to convey the dynamism of his personality, i.e., the Liberals staged photo-ops of him jogging, paddling a canoe, doing yoga exercises and beaming his charming smile, while surrounded by an adoring crowd of fervent young people.

In this way, Trudeau created his own energy, albeit aided by the media, which helped to amplify his message.

Mind you, not all politicians have Trudeau's inherent appeal, so how do they generate energy?

The answer is, they tap into an already existing energy source.

For instance, four years ago in America, economic and cultural anxieties were generating tre-

mendous amounts of emotional energy, energy which helped to fuel the candidacy of Donald Trump.

Essentially, Trump validated the concerns of angry and disillusioned Americans, offering them simplistic solutions and promising them a better future, all of which allowed him to make a personal connection to millions of voters.

By plugging into the angst of Americans in this way, Trump electrified his campaign.

What's more, as Republican consultant Larry Weitzner recently wrote, "Trump matches the energy of his supporters."

Wrote Weitzner: "Love Trump or hate him, there's no denying that people respond to him. That's because he understands how to command their attention with authenticity, strength, and spectacle, not poll-tested platitudes, flowery talking points, and boring, conventional political speeches."

Of course, science tells us that for every action there's an equal and opposite reaction, and the same is true when it comes to the energy of politics.

The energy that Trump is generating for his campaign is also generating an equal amount of energy for his opponents in the Democratic primaries, with much of it flowing to the candidacy of Bernie Sanders, who like the U.S. president, is making a strong emotional connection to his party's anxious grassroots.

On the other hand, it's possible that Democratic presidential nominee candidate Mike Bloomberg, who happens to be a multi-billionaire, has found another way to gain political energy: by buying it.

At any rate, getting back to Canada's Conservative Party leadership race, the candidates in that contest must either generate their own energy like Trudeau, or, like Trump, find existing energy they can exploit for political gain. (Believe me, there's lots of potential energy sources out there. Just read the headlines.)

I'm sure, if he could understand 21st century politics, Aristotle would agree.

Gerry Nicholls is a communications consultant.

The Hill Times

Opinion

Trudeau must achieve Canada's emission targets, even at expense of oilsands industry

Achieving our climate targets, including the 2050 goal of net zero emissions for the country, is the top priority.



David Crane

Canada & the 21st Century

TORONTO—Can the oilsands industry reduce its greenhouse gas emissions in line with Canada's climate change commitments while also remaining competitive in a decarbonizing global economy? This is the question asked in a new report on Alberta's oilsands industry by one of the country's most respected think tanks on energy and the environment.

It's possible, the Alberta-based Pembina Institute says. But this depends very much on major breakthroughs in technology, well beyond what the industry has achieved to date, along with strict new regulatory requirements on emission levels.

Since, as the report makes clear, "decreases in oilsands emissions are increasingly hard to come by, because many of the easiest emission reductions have already been achieved," the report finds the oilsands industry is on a "collision course" with Canada's climate change commitments.

Yet the Trudeau government really has no choice but to achieve Canada's emission targets, even if this comes at the expense of the oilsands industry. Achieving our climate targets, including the 2050 goal of net zero emissions for the country, is the top priority.



In its report, 'The Oilsands in a Carbon-Constrained Canada,' the Pembina Institute finds that oil produced in Canada is associated with 70 per cent more greenhouse gas emissions per barrel of oil produced than the average crude oil produced in the rest of the world. And as the rest of Canada reduces emissions, oilsands emissions will rise from 11 per cent of Canada's total emissions now to 22 per cent less than a decade from now, in 2030. *The Hill Times photograph by Jake Wright*

Not only did the majority of Canadians vote in favour of climate action, including carbon pricing, in the recent federal election. But even more important, there is a new sense of urgency in much of world (the U.S. being the exception) on addressing climate change as growth in global greenhouse gas emissions threatens to overwhelm any hoping of holding the average global temperature increase to 2.0 degrees Celsius, the world target, let alone holding the increase to 1.5 degrees Celsius, the level seen to be the best hope of avoiding catastrophic climate change.

None of this will be easy. But it is essential that we move from a fossil-fuel world

to a low-carbon world. And while this will generate new industries and new jobs as well as a healthier environment, it will be highly disruptive and it will be expensive.

As Bernard Looney, CEO of BP, said in a recent speech where he committed the oil giant to become a net zero emitter by 2050, climate change is the challenge that looms over the world and "providing the world with clean, reliable, affordable energy will require nothing less than reimagining energy." The world will have to move from spending \$300-billion a year in new energy systems to \$1-trillion (to meet the 2 degrees Celsius target) to \$2.5-trillion a year (to meet the 1.5 degrees Celsius target).

In what he called "transition risk," Canada's top watchdog over our financial system, warns much will depend on the policies imposed by governments to reduce emissions as well as from changes in consumer and investor sentiments.

In a recent speech, Jeremy Rudin, Canada's superintendent of Financial Institutions, warned that the transition will come in what he called two rounds, in succession.

"The first round is the impact of the transition on those industries that will see their activities, and quite possibly their entire business models, strongly and directly disrupted. Industries such as fossil fuel production, electricity generation and transportation are likely to be put on this list, and surely there will be others." This is a reality that Alberta has to face up to – as a province it will need a new economic model to replace one highly dependent on continued development of fossil fuels.

The second round, Rudin said, "arises as the decline in profits and employment in the disrupted industries ripples through the broader economy." This will affect the level of economic growth and will also impact, for example, government revenues and expenditures at all three levels.

But if we do it right, Rudin suggested, "the impact on the economy need not be all negative." There could be new Canadian industries to replace declining ones. This depends though on a much more ambitious energy innovation agenda in Canada – In our ability to think big and move fast. For Alberta it means facing up to the reality of change and transitioning to a new kind of economy.

In its report—"The Oilsands in a Carbon-Constrained Canada"—the Pembina Institute finds that oil produced in Canada is associated with 70 per cent more greenhouse gas emissions per barrel of oil produced than the average crude oil produced in the rest of the world. And as the rest of Canada reduces emissions, oilsands emissions will rise from 11 per cent of Canada's total emissions now to 22 per cent less than a decade from now, in 2030.

Moreover, as "global shifts toward lower intensity energy options, including projections of global oil demand peaking or declining in the coming decade, are likely to put more carbon-intensive crude—such as the bulk of oilsands products—at risk in the near future" the oilsands sector could fall out of favour with investors, leaving Alberta with significant stranded assets.

Efforts to achieve "clean oilsands" could require massive public subsidies at a time of weakening global demand.

When Shell built its \$1.35-billion Quest carbon capture and storage facility in Alberta, 64 per cent of the cost was covered by direct Alberta and federal subsidies, with the company also further benefitting through tax incentives.

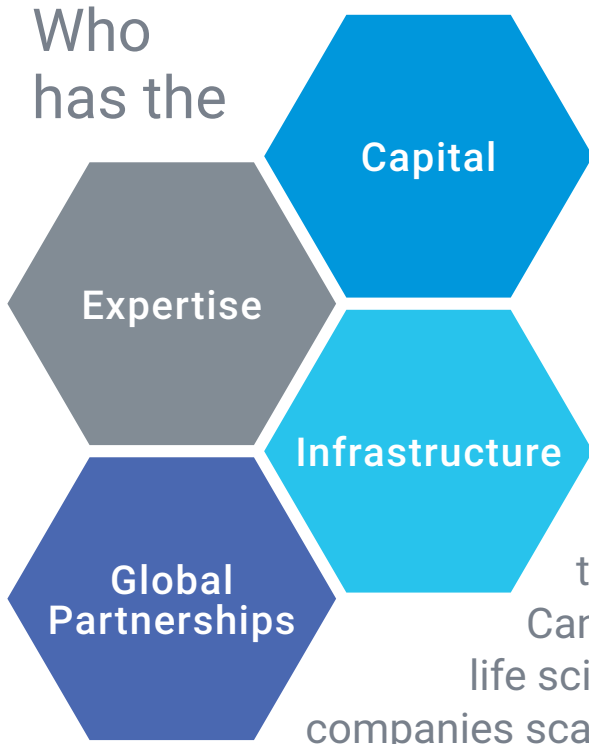
To help boost oilsands exports, the Trudeau government in 2018 purchased Trans Mountain Pipeline for \$4.6-billion with a promise to expand capacity, with the additional construction cost soaring from \$7.4-billion to \$12.6-billion, so that overall federal taxpayers have committed \$17.2-billion to support oilsands exports to Asia.

It is time that prime minister gave up on his belief that we can meet our climate commitments and also promote oilsands development. To avoid a collision, something has to give. Meeting our climate commitments is much more important than trying to promote an industry that will make achieving our climate goals much more difficult than they already are.

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

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Politics



Taking it to the streets: Activists, pictured in Ottawa on Feb. 7, 2020, out showing their support for the Wet'suwet'en land defenders. *The Hill Times* photograph by Andrew Meade

Those rascally 'radical activists' are everywhere

This moment calls for humility and understanding on all sides—not inflammatory attacks on imagined provocateurs.



Susan Riley
Impolitic

CHELSEA, QUE.—Wild rumours circulated on Parliament Hill last week that “radical foreign activists” have taken over the federal Conservative Party.

Then someone said: “Wait! That’s just Andrew Scheer! And he holds a Canadian passport, too.”

That controversy laid to rest, the search for radical evildoers turned elsewhere—mostly to the blockades that popped up across the country in recent weeks in support of the Wet’suwet’en chiefs opposing the route of a natural gas pipeline through their territory. That territory, in northeastern British Columbia, is very far away—too far for many, cash-strapped southern news organizations, not to mention influential pundits, to visit—but not, apparently, too far for “radical activists” who have the “luxury” of not having to go to work, and are manning the barricades everywhere.

So far, no specific names have emerged, but these shadowy operatives are nonetheless accused by Scheer, Alberta Premier Jason Kenney, Saskatchewan Premier Scott Moe, and other conservatives, of being (a) non-indigenous, (b) environmental activists, and (c) probably foreign-funded.

If they are “eco-colonialists from urban, southern Canada” in Kenney’s words, they are clearly at the wrong

protest, since the Wet’suwet’en battle has nothing to do with the environment, but, rather, with a 650-kilometre pipeline that will transport fracked natural gas from Peace River country to a \$40-billion liquefied natural gas facility at Kitimat. (If built, will become one of the largest emitters of carbon in the province, but, apart from that, it has nothing to do with the environment.)

In the conservative framing, the crisis is about “rule of law,” the outrage of indolent protesters disrupting the travel plans of hard-working Canadians, interrupting business shipments, provoking temporary layoffs of rail workers and damaging Canada’s reputation abroad. That, and the “weakness” of Prime Minister Justin Trudeau for counselling patience instead of sending police to forcibly end the protest.

Scheer has been warning of this “small group of radical activists, many of whom have little or no connection to First Nation communities” for some time. In December, he accused a “network of foreign-funded activists” of trying “to permanently shut down Canada’s energy sector” and called for a ban on environmental groups receiving foreign funding (not that many groups, not that much funding, as it happens) from participating in regulatory reviews of large energy projects.

Again last week, Scheer was echoing complaints, albeit less coolly and coherently, often made by Kenney. In fact, the Alberta premier famously set up a “war room,” the Canadian Energy Centre, with \$30-million public funding to counter the “lies, dis-

tortions and misleading claims” about the oilsands and its climate consequences. This war on “foreign-funded special interests” has not, so far, led to conspicuous victories, but its scattershot and amateurish activities have sparked considerable amusement.

Curiously, the same politicians who are furious with these alleged “foreign-funded” interventions in our economy are unperturbed by the list of investors in that LNG plant: Dutch-based Shell Oil, Malaysia’s Petronas, PetroChina, Japan’s Mitsubishi, and South Korea’s Kogas. These “foreign actors” are, perhaps, less sinister because they are helping exploit Canada’s abundant natural resources and creating (fleetingly) jobs for locals, despite associated damage to the local and global environment. And Conservatives, of course, love doing business with China.

Much of Alberta’s oil industry has also been developed and financed by foreign actors (until they fled in pursuit of less-green pastures and cheaper oil in recent years). This was never an issue because these particular foreigners, usually known, reverently, as “investors,” were our friends—like those charming Texas oilmen who sold Trudeau a pipeline at an inflated price, then skipped back to Houston with generous personal bonuses for engineering such a successful sale.

For all that, however overstated and narrowly focused, Scheer’s denunciation of “anti-free market radical activists” provides a convenient diversion—a simple, motivating political attack line, that ignores the complexities of the current situation and attempts

to paint all those with serious concerns about the environment, and the legacy of colonialism, as enemies of the “average” Canadian.

It also gives protestors—young Indigenous people, non-Indigenous university students, adult community leaders and their academic supporters—more power than they actually command. Does anyone doubt that the Coastal GasLink pipeline will go ahead, that a handful of protestors will prevail against the political and corporate forces that want the project?

After his heated denunciation of protestors and the insufficiently bellicose prime minister, Scheer last week portrayed himself, stunningly, as a defender of the Wet’suwet’en—the good ones, who favour resource development and the attendant financial benefits, however short-term.

It was Bloc Québécois Leader Yves-François Blanchet, who expressed, far better than the prime minister did, the shallowness of Scheer’s analysis: “Who are we?” Blanchet asked, after disassociating himself from the opposition leader’s remarks. “We are frankly white society. Who are we to get between them (members of the Wet’suwet’en nation) and start judging them based on whether they agree with our interests of the moment?”

The moment calls for humility and understanding on all sides—not inflammatory attacks on imagined provocateurs.

Susan Riley is a veteran political columnist who writes regularly for *The Hill Times*.

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The Hill Times

Politics

Conservative response to blockade shows party unready to lead

Conservatives only seem to want to show the protesters who's boss, ignoring the long history of Indigenous rights being trampled.



Michael Harris

Harris

HALIFAX—The Conservative Party of Canada is back to doing what it does best: zebra politics. Everything in black and white.

If ever a party demonstrated why it shouldn't run a country like Canada, the CPC has done it in the current stand-off between First Nation and federal and provincial governments.

Their lame-duck—or is that lame-brained?—temporary leader, Andrew Scheer, thinks that government can arrest its way to a solution to the impasse that is beginning to paralyze commerce in Canada.

I wonder if this soon-to-be-unemployed political leader remembers Ipperwash and the death of Dudley George? Or how successful the use of force was at Oka? Corporal Marcel LeMay died there in 1990, and the dispute has still not really been resolved.

The party's great progressive hope, and Scheer's presumptive successor, Peter MacKay, has encouraged vigilantes to do what the Trudeau government has wisely decided not to do—impose a solution through force.

MacKay's solution is a couple of Albertans in a pick-up truck ready to take things into their own hands. No wonder he deleted his foolish and incendiary comment from his Twitter feed.

It is hard to believe that such a person was ever justice minister of Canada. And it is impossible to see him as a prime minister, unless Canadian politics has been Trumpified more than anyone realizes.

The CPC's reaction to this collision between First Nations and two levels of government has been entirely opportunistic. How else can

you explain their hapless flirtation with the idea that they might put the whole matter to a confidence vote in the House of Commons?

Really?

The party has no leader, and is months away from deciding what it stands for in its November policy convention. Yet it would still consider bringing down the government and putting itself up as the alternative to Justin & Company. Could there be any clearer way of saying that what the CPC stands for is the naked lust for power, full stop?

And why would the ever-helpful Michelle Rempel Garner choose this precise moment to highlight Alberta's grievances with the federation, suggesting in the so-called Buffalo Declaration that calls for western separatism will increase unless Ottawa "fixes" what's wrong with Canada.

Talk about being off point. I wonder how the Alberta MP feels about fixing what's wrong with the way Indigenous peoples have been treated? It appears she could care less. What the CPC sees in the current stand-off is political opportunity. That is like watching a house burn down and obsessing over the building lot that will soon be available.

All of this is not to say that the Liberal government has handled this crisis well. For one thing, the prime minister was sluggish in getting his power to his wheels, too busy with lobbying for a seat on the UN Security Council to pay attention to an explosive situation at home.

Nor was it very leader-like of Justin Trudeau to initially pass the problem off to the provinces because they are the ones who are responsible for enforcing the law. That was cringe-worthy and cowardly.

But Trudeau's commitment to a peaceful solution through dialogue has been admirable. It would be easy to play to the Angus Reid Institute poll, which shows that over

61 per cent of Canadians oppose the Wet'suwet'en solidarity blockades, and 75 per cent favour government action to take them down.

It would also be easy to cave to the media coverage, which has almost exclusively incited animus against First Nations protesters by showing all the inconvenience their blockades are causing.

Instead, Trudeau has opted for the path less taken and a brave one at that—the recognition that the context of the current impasse is a big factor in what should happen next, until Friday, Feb. 21, when he said the "barricades must come down."

But context is what is utterly missing from the CPC reaction to the First Nations blockades. All the party wants to talk about is a political cage-fight with protesters to show them who's boss.

Although they claim it is about law and order, it is really about ham-fisted colonialism that refuses to look itself in the face. The Conservatives are fully embracing an episode, and utterly missing the theme.

The Conservatives steadfastly refuse to ask the "what if" question.

What if Canada is violating the rights of First Nations who have

both treaty rights, and court-backed claims to land title?

What if Canada has reneged on constitutional promises of self-government?

Doesn't that cast

the people manning the barricades in a different light? Wouldn't that make them people standing up for their rights, rather than the lawless anarchists the CPC says they are? Would the CPC rather promote making the trains run on time, rather than social justice?

Opting for justice would mean the Harper Party (and that is what it still is) would have to face some obvious realities. One of them is that despite all the royal commissions, all the public inquiries, and

all the calls for justice, there is a terrible gap between the lives of Indigenous Peoples and the Rest Of Canada. In education, health, employment, income, and the incarceration and suicide rates, the Aboriginal Community continues to suffer serious deficits.

There is not much surprise in this given the CPC's legacy on this file from the Harper decade.

The Mikisew Cree and the Frog Lake First Nation took the Harper government to court over Bills C-38 and C-45. No consultation.

Prime Minister Harper refused to meet with Chief Theresa Spence of the Attawappiskat band, despite promises of a new era in the relationship made at the Crown-First Nations Gathering in 2012.

Instead, his government released an audit by Deloitte questioning the record-keeping, i.e., the chief's honesty, from 2005 to 2011. After a 47-day hunger strike, Chief Spence ended her stay on Victoria Island without getting the "working meeting" she had sought with the PM. In fact, the icon of the Idle No More movement, with a Grade 8 education obtained in the Residential School system, was officially humiliated.

And then there was the Harper government's clumsy, colonial handling of the so-called First Nations Control of First Nations Education Act, which would pump \$1.9-billion into the system over three years.

There were big problems. There was no consultation on the new bill, and the federal minister still had the power to take control of a community education program based on performance outcomes. Those performance outcomes were in turn developed by provincial governments with no Aboriginal input.

Not surprisingly, a Special Chiefs Assembly of First Nations leaders, youth, and elders rejected Bill C-33 on May 27, 2014.

Given the stand the CPC has taken on the blockades in solidarity with the Wet'suwet'en band in British Columbia, the party is still playing Stephen Harper's game of cowboys and Indians—a game in which the Indians always lose.

Michael Harris is an award-winning columnist, journalist, and author.

The Hill Times



Conservative Party Leader Andrew Scheer, pictured Feb. 20, 2020. *The Hill Times* photograph by Andrew Meade

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Politics

Scheer's mea culpa not forthcoming, and that's the CPC leadership race's problem

The post-election report has been delivered to Andrew Scheer, but the Conservative caucus will never see it as long as he remains the leader of the party.



Mark Wegierski

Comment

TORONTO—On Dec. 12, 2019, Andrew Scheer announced his resignation, said he had set a review of the 2019 election in motion, and had appointed respected Conservative, former foreign affairs minister John Baird, to head the review of what went wrong.

The post-election report was subsequently delivered—to Scheer. Caucus will never see it as long as he remains the leader of the party. So much for transparency, so much for any exhibition of good intentions acted upon, and so much for an expression of honesty. Scheer, in promising a review, seemed to be addressing the concerns of the Conservative Party, its grassroots and its parliamentary caucus. The non-release of the report, a leader's prerogative, apparently, has been put on display.

More recently, Scheer, again, stood before the caucus he “leads” and said, convincingly, apparently, that the party's own fundraising organization's audit of his office's unprecedented expenditures is “private.”

Two for two. Two CPC “investigations” that might not cast Scheer in a positive light. Who will ever know though? No answers here.

The media, and party, and electorate are told, yet again, by Scheer to move on and that there's nothing to see here while all the actual evidence screams the exact opposite.

Why not release the post-election report to, at least, to caucus? Why not? The grassroots of the Conservative Party have become very used to being kept in the dark. The biggest scandal and the

‘power-politics’ achievement of Scheer's non-leadership has been that he managed—somehow—to even run end-runs around the Conservative Fund.

The investigation, the research, the efforts that candidates, unsuccessful and successful, and party members, volunteers, and donors made to contribute to the post-mortem report on what went wrong with the last election was Scheer's display of being willing to say: mea culpa—to keep in office until he could bring the government down and try it all once again. Once it became impossible for him to survive until the planned April convention which would include a leadership review vote, and he finally resigned (sort of) and suddenly, never before mentioned, the report on the last election had become top secret. One can speculate wildly why that is so—or one can have a little, tiny, bit of imagination. Scheer did not come out looking good in that report, maybe?

supremacy, and the privileges of being the leader.

What he, Scheer, the lame-duck, disgraced, almost-former leader of the CPC still manages to do to members of his own party, the media, and Canadians is get away with being less than forthcoming; very much less than forthcoming.

Facing facts: the Conservative Party of Canada makes positive headlines—every, single financial quarter—for simply having the best fundraising apparatus of any political party in Canada. Period.

The claim to fame for political success the CPC owns, undisputedly, is that its fundraisers are the best, they can actually deliver. Deliver the money to, well, we will never know where that money was actually spent. At least not under Scheer.

Some facts have been “leaked” out by insiders. I wrote, before, that I am loath to praise “anonymous sources”—but the current culture of the CPC leadership is such that “leaking” to the media circus has to be encouraged right now.

candidate will have to address the “forensic audit” of the leader's office. Scheer, the leadership, the Conservative future, and the Conservative Party's electoral success are all linked.

Forget the CPC's seeming problems with social conservatives' “outbursts” of personal beliefs, Red Tory progressives moving the party into “Liberal-Lite” policies, and forget fiscal conservatives, as the ones who would slash and burn any program that does not benefit, and therefore would hurt the majority of Canadians who are not, successful “business people,” or merely already “rich.”

None of these familiar negative stereotypes, as presented in the media, of the individual elements of a healthy, successful, and inclusive Conservative Party of Canada, or a “spin” on any one group as the reason that the party is actually not all that successful, is missing the real point. The failure of a conservative party in Canada has almost absolutely

transparent Canadian politician of the century.

That the CPC seems dysfunctional, incapable of doing anything right, at least right now, has to be laid at the feet of the leader (interim, even still). For instance: protests at the leadership convention in Toronto, during Pride Week are very likely, even if the recent leadership candidates' filing of applications to “parade” are accepted. No, actually, protests are guaranteed. Regardless of whether or not the Toronto Pride Committee decides to avoid “controversy” from the community by refusing the CPC leadership candidates a position in the parade.

Two investigations into Scheer's leadership by his own party will hang over his and, at any event he attends, the party's collective head.

At least members of the Conservative Fund are doing their job for the donors to the party; and the despised “inside sources” even are somewhat noble by comparison to the (still clinging) leader of the party of no transparency whatsoever.

The next leader of the CPC will have to spend more than the usual amount of time trying to bring former leadership race challengers into the fold while at the same time trying, desperately, to distance themselves from Scheer. The party has to realize they will be going into the next election saying, repeatedly: “Don't judge us by our last leader!”

The Conservative caucus must regret not voting to give themselves the right to remove a leader—for valid reasons. Is it too late? Let's hope not. All Canadians, not just Conservatives, would be very impressed if the Conservative caucus stood up as one and said, “Let's see the reports about you which the party has conducted.”

For Conservatives, the single entity feeding the media circus that makes their party look silly is Scheer—will all the bad go away once he does? Likely not, but the knowable, predictable, and seemingly never-ending bad news coverage for the CPC can be avoided.

The leader who avoids any transparency is transparently guilty of something. This feeds the circus.

The party will only be spared future ridicule in “the media circus” to come if Scheer chooses to leave the stage today, or is persuaded to leave. Today.

Mark Wegierski is a Toronto-based writer and historical researcher, published in *The Hill Times*, *the Ottawa Citizen*, and *the Calgary Herald*, among others. He is a long-time Conservative Party supporter.

The Hill Times



Conservative Leader Andrew Scheer, who will be stepping down as party leader once the party elects a new one in June, says the party's audit of his office's unprecedented expenditures is “private.” *The Hill Times* photograph by Andrew Meade

What a shock.

Why is the CPC still a circus act? Because of Scheer. His sudden reversal, his decision as party leader (interim) that the post-election report he commissioned, to “clear the air,” will not be seen by anyone, casts a pall over the coming leadership vote to replace him.

Add to this the entertainment that Scheer continues to provide to political commentators, editorial writers, and, literally feeding jokes in bars, and lunch rooms. His lack of transparency is actually not at all surprising—displayed especially after his most recent facing of the apparently blank faces of his caucus. The final nail in his political career coffin (the CPC audit report of his office's gross overspending) he has managed to avoid, yet again, by claiming some sort of dysfunctional aspect of our parliamentary

It is not a sin on the part of those who, actually in the current climate of absolute non-transparency-plus-continuing non-leadership, reach out to tell the story of what is going on in the CPC's collapsing leadership: it is whistle-blowing.

But the louder that frustrated Conservatives blow that whistle, that something is rotten in the state of Stornoway, the faster the man whose days are numbered.

Every single candidate for Scheer's job, all future Conservative leadership debates leading up to June 27 in Toronto, will have to, constantly, address two things: why is Scheer still interim leader: and would you, if elected leader, release the report about the 2019 election campaign—at least to caucus? The party membership will never see any of it, even though the party members financed it. And every leadership

nothing to do with any of the single constituent-group members of the “Big-Tent” party that is the reality of the CPC.

“Failure” is best attributed to how the party—in all its former incarnations, even under myriad different names—has allowed itself to come across to the media and the electorate—since the age of Macdonald; it has had one consistent historical image problem: a lack of transparency. Tied to this is that Conservative politicians seem to love to point out one another's hypocrisy. It is the Conservative's favourite blood sport.

And, yet, we wonder exactly why the Liberal Party is referred to as the “Natural Governing Party”?

Scheer has become the epitome of this one fatal “Conservative” flaw. Scheer is most likely to win the award for being the least



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Global



Turkey's President Recep Tayyip Erdogan, left, pictured on June 29, 2019, with Russian President Vladimir Putin in Osaka, Japan. Mr. Erdogan, who has ruled Turkey for the past 17 years, says he is going to start a war with Russia at the end of this month. Just in Syria, of course, where both Turkey and Russia have already been meddling in the civil war for years. He's not completely deranged, writes Gwynne Dyer. Photograph courtesy of the Kremlin

The next Russo-Turkish war?

This could end up as a major war, and since Turkey can easily block Russian ships heading for the Mediterranean, Russian victory would not be quick or easy. But they would win in the end, as they always do, and Russia's victory would make it the paramount power in the eastern Mediterranean.



Gwynne Dyer
Global Affairs

LONDON, U.K.—Turkey has not won a war against Russia since the 1600s, although there have been at least half a dozen of them. You would think that even the most aggressive Turkish leader would try to avoid another one, but you would be wrong.

President Recep Tayyip Erdogan, who has ruled Turkey for the past 17 years, says he is going to start a war with Russia at the end of this month. Just in Syria, of course, where both Turkey and Russia have already been meddling in the civil war for years. He's not completely deranged.

"We are making our final warnings," Erdogan said on Feb. 19. "We did not reach the desired results in our talks [with Russia].... A (Turkish) offensive in Idlib is only a matter of time."

Idlib, in Syria's northwest, is the last province controlled by rebel forces, and Turkey is their patron and protector. Russia's military intervention on the side of the Syrian regime in 2015 saved President Bashar al-Assad from almost certain defeat, so there was already strain on the Turkish-Russian relationship—but until recently it was kept under control.

While Russia was determined to stop militant Islamists seizing power in Syria, it was also angling to lure Turkey out of its membership in the NATO alliance, so in 2018 Moscow and Ankara made a deal at Sochi on the Black Sea. The northwestern province of Idlib, where all the surviving rebels had retreated, would remain under Turkish protection, at least for the time being.

That deal broke down last year for several reasons. Almost all the other rebel forces in Idlib were subjugated (after considerable fighting) by the extremist Hayat Tahrir al-Sham organization, which is just al-Qaeda with a name change. (You remember al-Qaeda: the 9/11 attacks, head-chopping, 'Islamic State'.) And Turkey made no effort to stop the jihadi take-over.

Turkey also didn't keep its promise to free up the M5 freeway, which runs between Aleppo and Damascus, Syria's two biggest cities. (Its northern section, in Idlib province, was in rebel hands.) So in December the Syrian army, backed by Russian airpower, launched an offensive to clear the jihadi forces off the M5. They have now succeeded, and Erdogan is very cross.

Western media unanimously condemn the 'ferocious' Syrian offensive (so unlike the gentle offensives conducted by Western forces), and focus only on the refugees who have fled the fighting. They almost never identify the people the Syrians and Russians are fighting as al-Qaeda, preferring to describe Turkey's jihadi allies as "some rebel groups in the area."

But there is little chance that NATO will come to the aid of its Turkish ally even if Erdogan acts on his threat to attack the Syrians and Russians. And he may well do that: in recent weeks he has been pouring thousands of Turkish troops and hundreds of tanks into Turkey's 'observation posts' in the province.

The Russian response to Erdogan's threats has been steadily hardening. After a last-ditch meeting between Turkish and Russian delegations in Moscow on Feb. 18 failed to produce results, Kremlin spokesman Dmitry Peskov warned: "If we are talking about an operation against the legitimate authorities of the Syrian republic ... this would of course be the worst scenario."

He added sarcastically that Russia would not object if the Turkish military took action against the "terrorist groups in

Idlib," in line with the Sochi accord. But what would the Russians actually do if Erdogan carries out his threats?

Erdogan is threatening air strikes against targets throughout Syria, not just in Idlib. He has a big air force, and he could certainly do that, but Russia has a bigger one. Would it just sit idly by and let its Syrian ally be pounded from the air? That seems unlikely. A ground war between Turkish and Syrian troops could well be accompanied by air battles between Russia and Turkey.

You can spin the speculation out endlessly. What would the Israelis do? What would the United States do? But the likeliest outcome is that Erdogan backs down and the ceasefire line in Idlib is redrawn to leave Highway 5 in Syrian hands.

However, "likeliest" is a long way from "certain." This could end up as a major war, and since Turkey can easily block Russian ships heading for the Mediterranean, Russian victory would not be quick or easy. But they would win in the end, as they always do, and Russia's victory would make it the paramount power in the eastern Mediterranean.

It would also entail the fall of Erdogan. There's always a silver lining.

Gwynne Dyer's new book is 'Growing Pains: The Future of Democracy (and Work)'.

news@hilltimes.com
The Hill Times

Global

Pharmacare's time is now

With a plan and appropriate funding, Parliament has the opportunity to make history and completely realign the way prescription medication is delivered and paid for in Canada.



Hassan Yussuff

Opinion

In the next few weeks, the Minister of finance will rise in the House and give a speech laying out the government's budget priorities for the next year.

National pharmacare must be at the top of that list.

The three parties who promised pharmacare won a majority

of the vote in the October 2019 federal election. These three parties, together, now hold the majority in the House of Commons, which means they now hold the power to change the lives of millions of Canadians.

With a plan and appropriate funding, Parliament has the opportunity to make history and completely realign the way prescription medication is delivered and paid for in Canada.

The Hoskins report laid out the plan that will allow this government to implement pharmacare that is universal, comprehensive, accessible, portable and public, including investments to start the process.

The report detailed investments that must be made to begin the process of pharmacare—investments this government has indicated they are prepared to make. Now it is up to Parliament to set the standards for national pharmacare, using the Hoskins report as their guide.

In this year's budget, we are asking the federal government to invest in phase one of the Hoskins report. This would mean that essential medicines would be accessible to all Canadians which would be a meaningful start.

Anything less risks putting us behind schedule for implementing this essential new program.

The prime minister has shown political will by including phar-



Finance Minister Bill Morneau and Associate Finance Minister Mona Fortier, pictured Dec. 17, 2019, during a meeting with provincial finance ministers in Ottawa. In this year's budget, we are asking the federal government to invest in phase one of the Hoskins report. This would mean that essential medicines would be accessible to all Canadians which would be a meaningful start, writes Hassan Yussuff. *The Hill Times* photograph by Andrew Meade

macare in the mandate letters to four different ministers. It is clear that the federal government and cabinet have their marching orders to work with the opposition, as well as the provinces and territories, to get this right.

Working Canadians are depending on progress, and with the help of the opposition, our members are sure it can be achieved in Budget 2020.

On Feb. 25, hundreds of union activists from across the country will meet with parliamentarians to share the expectations they have for national, universal pharmacare. They'll bring stories about what these changes will mean to constituents, and they'll be asking all parties to make them a reality.

They will remind MPs and Senators that multiple reports, including one from their own parliamentary budget officer and another from the Advisory Council on the Implementation of National

Pharmacare—set up by this prime minister—have shown that universal pharmacare will save federal, provincial and territorial governments billions of dollars.

They will remind them that Canada is the only developed country that has a universal health care program that doesn't include universal coverage for prescription medication.

The experts stand behind national, universal pharmacare and the public does too. Polls show that 90 per cent of Canadians support a national pharmacare program that provides equal access to prescription drugs, regardless of income.

These union activists will bring the voices of their coworkers, family, friends and neighbours to Ottawa to remind MPs that a majority of Canadians voted for candidates that support pharmacare.

Canada's unions are not only speaking for the more than 300 activists on the Hill. We are not

only speaking for the 3 million workers our affiliates represent. We are speaking for one-third of working Canadians who don't have employer-funded drug coverage. We are speaking for the one in four households who have seen family members ration or fail to take prescribed medication because of the costs.

Fundamentally, this is not right. It is our belief that anyone with a health card should have access to the medications they need to live.

Parliament is set up to usher in big change.

It's time to get down to work and improve the lives of millions of Canadians. It's time for this government to implement national, universal pharmacare.

It's time for pharmacare. *Hassan Yussuff is the president of the Canadian Labour Congress. Follow him on Twitter @Hassan_Yussuff*

The Hill Times

Combatting climate change through better IP policy

If we truly believe climate change to be the fight of our time, and the government believes Canadian companies can be significant players in the global clean-tech market, we need to support them through good IP policy incentives.



Adam Kingsley

Opinion

Much of the conversation in 2019 in politics regarding climate change revolved around carbon pricing and its effectiveness on combatting the realistic threat that Canada and the world faces from rising temperatures. This, coupled with the conversations on Trans Mountain pipeline, unfortunately took most of the oxygen away from conversations about how to spark growth in Canada's growing clean technology sector. This is an industry that should be positioned to take advantage of a global clean technology market which is expected to exceed \$2.5-trillion by 2022. Canada's Economic Strategy Tables have also set an ambitious goal for clean technology to be one of our top five exporting industries by 2025, accounting for \$20-billion in annual exports.

The path to getting there, however, is unclear. In their 2019 platform, the Liberal Party of Canada promised to "cut in half the corporate tax paid by companies that develop and manufacture zero-emissions technology." Canada's clean technology sector is one of the most innovative in the world. For example, we continue

to be one of the early adopters of carbon capture and storage technology which allows energy development to be cleaner and greener than many other jurisdictions.

While the Liberals' pledge may help businesses free up cash for re-investing in growth, many continue to face barriers to growth throughout their lifecycle. Unfortunately, intellectual property (IP) continues to be left out of the conversation when speaking about policies to support our green economy. This is despite evidence that shows that businesses who are early users of our patent system see significant growth in sales, employment and the quality of subsequent innovations. While I applaud the government for creating the first ever National IP Strategy, in its current form it has a greater focus on raising IP literacy and awareness than it does on policies that will spark IP activity within Canadian businesses. We need to continue to refine and build on the national strategy and follow it up with policies and funding to drive IP activity and subsequent exploitation of that IP here at home.

Specifically, this means putting in place financial incentives that

would support a business's IP activity at the various stages of their lifecycle. For example, the University of Cambridge conducted a study that researched hundreds of new green technology companies in the U.S. The study confirmed that early patenting activity of a start-up increases by more than 73 per cent on average when it collaborates with a government agency. This can be done through a 'first patent' reimbursement program, which has been effective for Quebec in subsidizing 50 per cent of the patenting expenses a small business incurs in getting their first-ever patent.

To support a wider portion of a clean technology businesses lifecycle, Quebec eventually replaced the "first patent" program with an Innovation Fund providing financial assistance for innovation of new products and protection of their IP on a wider basis including first and subsequent patents or other forms of IP.

In addition to other programs, Quebec has recently dedicated \$18.4-million targeted to supporting clean-tech innovation. Successful applicants will be provided with up to \$2-million in funding that can be used to offset 50 per cent of eligible expenses including the elaboration of an IP strategy and the legal activities towards securing IP rights.

Finally, to support the scaling and export business of successful Canadian clean technology companies, government should

explore the idea of creating an IP box to provide favourable tax treatment for income derived from exploitation of IP in the clean-tech sector. This IP tax break would provide the appropriate downstream incentive for Canadian companies to scale and become profitable, but also upstream to encourage companies to innovate, conduct more research, and to protect their IP knowing the competitive edge they will receive once they become profitable. Of course, this also creates an attractive regulatory environment in Canada that could attract and retain clean-tech companies and their IP.

While there is no magic bullet in supporting Canada's green economy and fighting climate change, we cannot continue to ignore the benefits that companies derive from intellectual property. Cutting corporate taxes in half for clean-tech companies is a good first step, however, the industry requires a suite of policies which encourage innovation, IP protection, and exploitation of that IP at home and beyond our borders. If we truly believe climate change to be the fight of our time, and the government believes Canadian companies can be significant players in the global clean-tech market, we need to support them through good IP policy incentives.

Adam Kingsley is executive director of the Intellectual Property Institute of Canada.

The Hill Times

THE HILL TIMES

| POLICY BRIEFING

| FEB. 24, 2020

TRANSPORTATION

CANADA'S FEDERAL
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GARNEAU,**
— IN THE —
SPOTLIGHT
by Aidan Chamandy

**OFF THE
TRACK:
TRANSIT
FUNDING**
— AND THE —
LOW CARBON
TRANSITION
by Pedro Antunes
and Roger Francis

**BETTER
QUALITY OF
LIFE FLOWS
FROM TRADE
COMPETITIVENESS,
AND TRANSPORT
INFRASTRUCTURE,**
by Conservative MP
Todd Doherty



TIME
— TO BUILD A —
**NATIONAL
TRANSPORTATION
CORRIDOR**
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**IT'S TIME TO
REVERSE
FEDERAL
FUNDING**
— THAT —
PRIORITIZES
CARS OVER
TRANSIT
by Ashley Morton

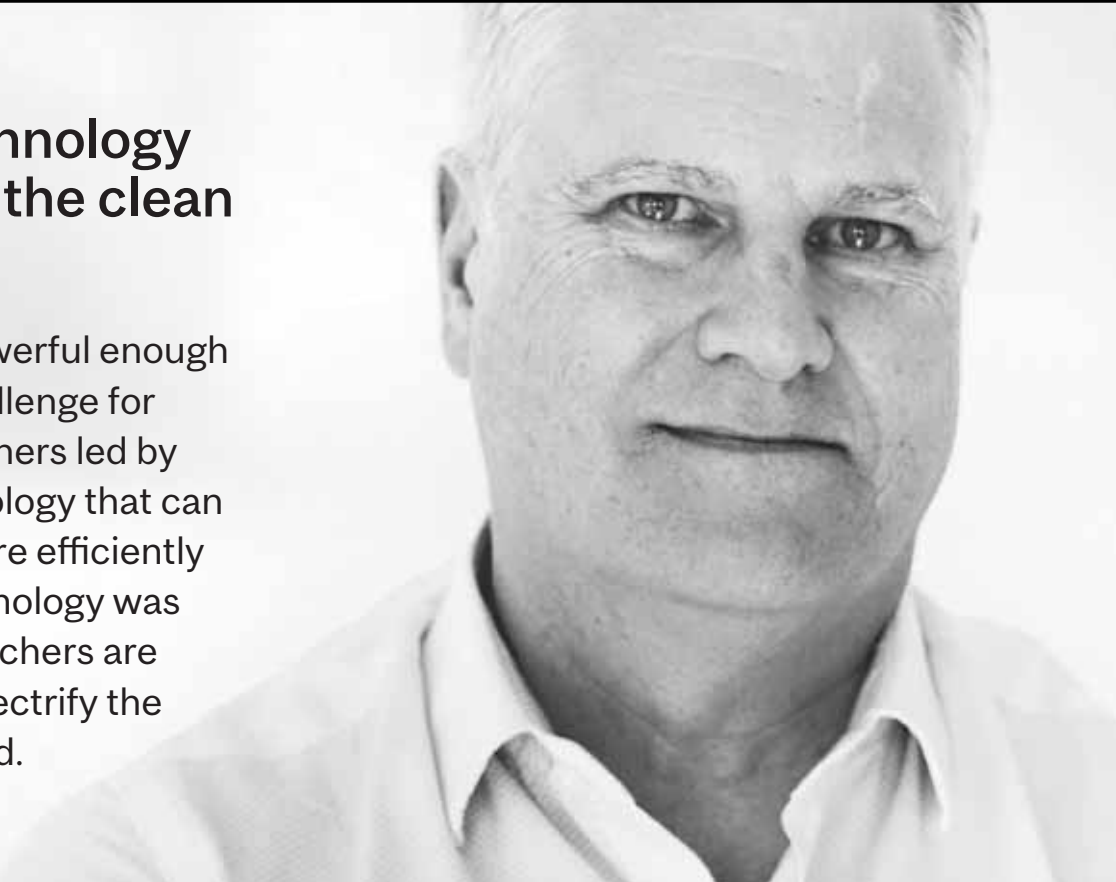
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vehicles.
Made by great
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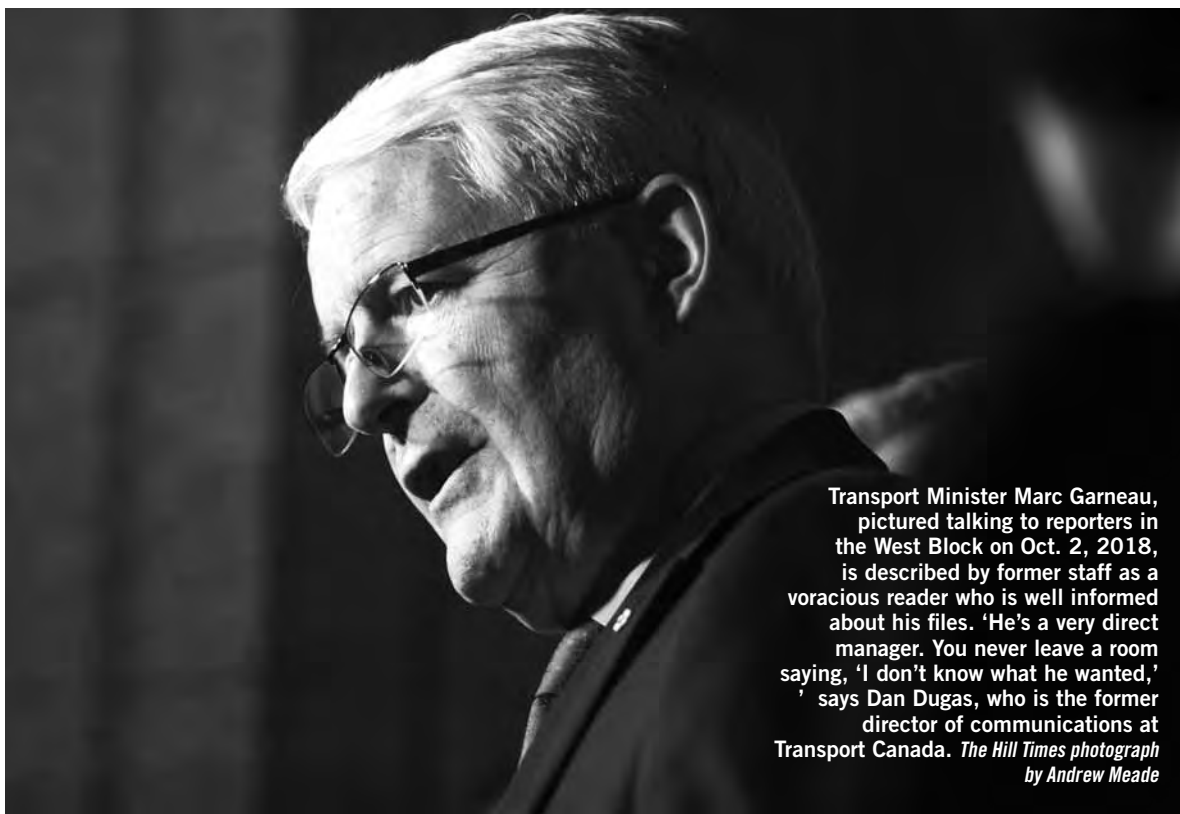
by McGill



**New electric vehicle technology
gives Canada an edge in the clean
transportation market**

Building a cost-effective system powerful enough to drive big electric vehicles is a challenge for engineers. A team of McGill researchers led by Benoit Boulet has developed technology that can power electric buses and trucks more efficiently and affordably than ever. Their technology was piloted by Purolator. Now the researchers are working with industry partners to electrify the heaviest transport trucks on the road.

Policy Briefing Transportation



Transport Minister Marc Garneau, pictured talking to reporters in the West Block on Oct. 2, 2018, is described by former staff as a voracious reader who is well informed about his files. 'He's a very direct manager. You never leave a room saying, 'I don't know what he wanted,' says Dan Dugas, who is the former director of communications at Transport Canada. *The Hill Times* photograph by Andrew Meade

It's Garneau's second tour atop Transport Canada

Transport Minister Marc Garneau is facing criticism over how he's handled the recent blockades, but behind the scenes in political Ottawa, he's considered 'a great brief' and 'exceptionally well-informed about his files.'

BY AIDAN CHAMANDY

Marc Garneau may be the first astronaut in cabinet, but serving as Canada's federal transport since 2015 has grounded him. He's already one of the longest serving transport ministers in Canadian political history. The post was created by William Lyon Mackenzie King in 1936, succeeding the minister of railways and canals. C.D. Howe was the first minister of transport. Mr. Garneau has served for four years and three months. He trails only David Collenette, who served for six years and six months from June 1997 to December 2003 under Jean Chrétien, and Lionel Chevrier, who served two non-consecutive terms, totalling nine

years and two months, during the King and St. Laurent cabinets.

Dan Dugas, former director general of communications at Transport Canada, said Mr. Garneau (Notre-Dame-de-Grâce-Westmount, Que.) is "a great brief" who is "exceptionally well-informed about his files."

"He reads everything in detail, and it's always embarrassing when he finds a typo. You'll be sitting in a briefing and he'll say, 'Page 17, the fifth paragraph, that's not spelled right,'" said Mr. Dugas, who recently retired from the federal public service.

Jean-Philippe Arseneau, head of communications and public relations for NorthStar Earth and Space Inc. and Mr. Garneau's chief of staff from November 2015 to July 2018, echoed Mr. Dugas' comments.

"I was impressed by how seriously he consumes everything that is available. He religiously reads all pages," Mr. Arseneau said.

Both Mr. Dugas and Mr. Arseneau said Mr. Garneau is a skilled manager of people and departments who effectively delegates tasks to subordinates, and wields influence within cabinet that he leverages to advance his priorities.

"I had his full confidence on day one to hire the staff and manage the office," Mr. Arseneau said. "It was a treat to be empowered."

Mr. Arseneau said Mr. Garneau had a good relationship with the

bureaucracy, and would use his clout with the "Prime Minister's Office and the Department of Finance to get the bureaucracy moving."

Mr. Dugas said Mr. Garneau was a demanding boss who would impose shorter timelines on the bureaucracy, but knew when to push hard or pull back.

"There were times when the department would say, 'This is going to take a year,' and he'd say, 'Do it in six months.' Then the lawyers would say, 'It takes a long time to draft regulations,' and he would say, 'It has to be done in six months,'" Mr. Dugas said, who was also former longtime Hill reporter before he joined Transport Canada.

"He would push the department when he had to push it, which I think is a sign of a good boss, is that you pick your battles. And not everything is a No. 1 priority, which I think is always a sign of the good boss, you pick your priorities," Mr. Dugas said. "He's a very direct manager. You never leave a room saying, 'I don't know what he wanted.'"

Mr. Garneau is responsible for overseeing a budget of more than a billion dollars annually, as well as 42 shared governance organizations, nine Crown corporations, one administrative agency (the Canadian Transport Agency), three funds (the Ship-source Oil Pollution Fund, the National Trade Corridors Fund, and the Fund for Railway Accidents Involving

Designated Goods), one administrative tribunal, his ministerial office, as well as his MP and riding offices.

For the last few weeks, Mr. Garneau, like much of the federal government, has been consumed with the nation-wide protest movement against the proposed \$6.6-billion Coastal GasLink pipeline in British Columbia.

On Dec. 31, the B.C. Supreme Court granted an expanded injunction that the RCMP began to enforce in early February. The Wet'suwet'en hereditary chiefs responded with an eviction notice, saying TC Energy, the company behind Coastal GasLink, was violating Wet'suwet'en traditional laws. Eleven protesters were arrested by the RCMP, causing solidarity protests to pop up around the country. The most consequential is in the Tyendinaga Mohawk Territory near Belleville, Ont. On Feb. 6, members of the Mohawk First Nation began blockading a rail line. The next day, Via Rail cancelled service between Toronto, Ottawa, and Montreal. CN Rail cancelled their Eastern Network service, and have since announced layoffs. At the time of writing, CN announced they're laying off about 450 workers in Eastern Canada after cancelling 400 trains. Via also announced 1,000 workers will have their jobs "temporarily suspended."

Conservative Party Leader Andrew Scheer and Conservative agriculture critic John Barlow (Foothills, Alta.) called for police to enforce the injunction, but Prime Minister Justin Trudeau (Papineau, Que.) and several ministers have invoked the spectre of Ipperwash and Oka, instead opting for continued dialogue.

Perrin Beatty, president and CEO of the Canadian Chamber of Commerce, penned an open letter to Mr. Garneau urging him to act to reopen the rail lines "without further delay."

Mr. Trudeau was overseas trying to win votes for a UN Security Council bid as the issue boiled over, but cancelled his trip to CARICOM last week and returned to Ottawa. During his absence, Indigenous Services Minister Marc Miller (Ville-Marie-Le Sud-Ouest-Île-des-Sœurs, Que.) and Crown-Indigenous Relations Minister Carolyn Bennett (Toronto-St. Paul's, Ont.) led the federal government's response and sought meetings with the Indigenous communities. On Feb. 17, Mr. Trudeau convened the Incident Response Group, during which Mr. Miller and Ms. Bennett updated the participants on outreach efforts, and Mr. Garneau "briefed the group on the economic impacts of the disruptions on business, farmers, travellers, and communities across Canada" according to a press release following the meeting. The group met again on Feb. 21 to discuss the blockades.

"Garneau is going to be bringing the position of the transportation sector, and those will feed into the broader discussion the other ministers bring to the Response Group," said Elliot Hughes, senior adviser at Summa Strategies and former policy director to Defence Minister Harjit Sajjan (Vancouver South, B.C.).

Mr. Garneau's job is "not necessarily advocating, but mak-

ing sure he's bringing the latest intelligence from the folks in the transportation sector," Mr. Hughes said.

Mr. Garneau has been in close contact with Via Rail and CN, the companies told *The Hill Times*. CP has not responded to a request for comment.

The complexity of the issue for government, with overlapping ministerial responsibilities and the historical context of Crown-Indigenous relations, make Mr. Garneau's job all the more difficult, Mr. Hughes said. Mr. Garneau has taken a responsible approach to his job so far, he said.

"He's not been over-promising anything about when we're going to be expecting a decision and an end to this. He's been out in the media providing what he knows in a timely fashion. I think in a situation this complex and as difficult as this one, that's that's all you can really ask for from your ministers," Mr. Hughes said.

Mr. Garneau was heavily involved behind the scenes with the rail industry during the CN strike in November 2019, an approach he is likely to replicate in dealing with the Wet'suwet'en protests, said Sheamus Murphy, vice-president of federal advocacy at Counsel Public Affairs, who frequently lobbies the federal government on transport issues. The lobby registry lists Mr. Murphy in 31 communications reports with Transport Canada, 18 with MPs, and eight with the Prime Minister's Office on transport issues from 2017 to today. It also shows Mr. Murphy actively registered to lobby Transport Canada for six clients, including Toyota, Domtar, the Air Canada Pilots Association, Athabasca Chipewyan First Nation, the Motion Picture Association of Canada, and the regional municipality of Durham.

The government's successful resolution of the November strikes without the use of back-to-work legislation could serve as an example for the government as it seeks to resolve the protests, said Mr. Murphy. On Feb. 20, Public Safety Minister Bill Blair (Scarborough Southwest, Ont.) said the RCMP had agreed to leave Wet'suwet'en territory, potentially paving the way for a resolution to the blockades.

Mr. Garneau is currently spending a lot more time dealing with current events, such as the rail blockades and the shooting down of Ukrainian International Airlines' Flight PS742 by Iran, than was the case in 2015 when he assumed the role of transport minister on the heels of a Liberal majority win.

"The first months were about consultation," said Mr. Arseneau.

In the early days of the last Parliament, Mr. Garneau met with stakeholders to get a better idea of what he and the department should prioritize, said Mr. Arseneau. Mr. Garneau had already received his mandate letter, but Mr. Arseneau said the stakeholder consultations raised some issues not included in the mandate letter that soon made it to the top of list of priorities, including the air passenger bill of rights, which was not mentioned in Mr. Garneau's 2015 mandate letter. The passenger bill of rights became law when bill C-49 received royal assent on May 23, 2018. The law, which is being rolled out in phases,

Continued on page 24



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The Canadian Transportation Act Review of 2016 contains many important recommendations for upgrading our transport system and can be the basis on reaching agreement for legislation change and significant investments going forward. We need to push the most impactful upgrades forward on a priority basis.



Conservative MP Todd Doherty

Opinion

Canadians are in many ways blessed geographically—we share a continent with the world's largest economy, the United States, and one of the more dynamic emerging economies of the world, Mexico. We have an Atlantic coastline facing the 500 million-plus rich consumers of Europe and a Pacific coastline, dotted with ports, facing the great continent of Eurasia with its nearly \$5-billion consumers and encompassing the world's second, third, and seventh-largest economies (China, Japan and India). We are literally surrounded by markets for our farm produce, our oil, gas, minerals, autos, forest products, and electronics and machinery.

However, Canada is also challenged—by the geography of our country and by our global competitors, competitors who are after the exact same growth markets and integrated supply chains that our exporters need to succeed. The vast and mostly thinly populated expanse of Canada creates a number challenges to creating and maintaining a world-class transport system, which is a prerequisite to competing and winning against Australia, Brazil, the United States, Russia, New Zealand, Qatar, Saudi Arabia, the EU, and others. These countries are fiercely competing with us to be first in line to supply the key new market of this century—the giant population of a growing Asia.

As we watch protesters attempt to shut down core parts of the railway



We must remember that Canada has no major export that is not replicated somewhere else by another country with access to seaports, airports, and decent rail, writes Conservative MP Todd Doherty. Photograph courtesy of Pxfuel.com

system and block a pipeline that will bring prosperity to a great many Canadians, it's worth remembering that our competitors and customers are watching, and that our transport system, and its timely upgrading, are critical to Canada's well-being. While the details can sometimes be arcane, at its core is a simple equation for every Canadian to grasp: better quality of life flows from trade competitiveness which itself is a combination of trade policy and transport infrastructure. You can have the best trade agreements in the world (and ours are quite respectable) and yet lose the contest if you cannot get your goods to market consistently, reliably and economically. Consistency is crucial for tight supply chains, reliability is another way to say "traceable and safe" which matters for everything from livestock to wheat to oil, and economically means delivering at a

lower cost than what our competitors can. The bar for what counts as a 'consistent, reliable and economic' transport system is continually being raised both by our competitors and our prospective customers. We cannot continue to see our transport system through a Canadian-only lens—rather we must benchmark ourselves internationally and strive to be the top of the league.

The opportunities are immense and we need a transport system vision that fits the size of this opportunity. The potential market, and very real challenges, of China is a well-known story by now. Japan will grow as a market as Canadians take more advantage of CPTPP and hopefully we can welcome democratic Taiwan and South Korea into that pact soon. We also need to learn the story of the emergence of the ASEAN region, an increasingly

integrated market of 650 million ambitious souls with substantial investments being undertaken, notably in Thailand with its Eastern Economic Corridor, Philippines with its more than 100 programs in the Build Build Build program, Indonesia investing \$500-billion in airports, ports and a new capital city and Vietnam upgrading every piece of its trade infrastructure.

All this investment will grow the appetite for exactly what Canada exports. The sub-continent of South Asia, with a population of 1.9 billion people and some of the fastest GDP growth rates in the world (particularly Bangladesh at 7.7 per cent) also needs to be tapped into. Deepening our commercial connectivity to India, set to be the next economic giant, is a crucial medium-term play.

We must remember that Canada has no major export that is not replicated somewhere else by another country with access to seaports, airports, and decent rail. We cannot force our way into any supply chains or a consumer's life; they have to see the benefit for themselves, their companies, their governments, of working with our exporters, of buying our goods rather than someone else's.

The quality and development plans of our freight rail lines, air cargo hubs, container and bulk ports, trucking systems and pipelines will be determinants of both our national power as well as our citizen's quality of life. The Canadian Transportation Act Review of 2016 contains many important recommendations for upgrading our transport system and can be the basis on reaching agreement for legislation change and significant investments going forward. We need to push the most impactful upgrades forward on a priority basis.

Conservative MP Todd Doherty, who represents Cariboo-Prince George, B.C., is his party's transport critic.

The Hill Times

Time to reverse federal funding that prioritizes cars over transit

Somehow our government started spending a lot of money to get urban commuter cars on and off highways, too, while ignoring national, regional and rural public transportation. Greens want to reverse that.

ASHLEY MORTON

The winter of 2016-2017 was a good one for paving and civil engineering companies in Kings-Hants. Then-Treasury Board president Scott Brison was in mid-mandate and on trips back to his Nova Scotia riding from Ottawa

he brought with him federal funding for two new highway interchanges—one to serve New Minas, a big-box store area of about 6,000 inhabitants between Wolfville and Kentville in the Annapolis Valley, and one to serve Lantz, a commuter subdivision community of 2,200 in the Shubenacadie Valley.

Federal funding? \$7.5-million for one, \$14-million for the other (both matched with equal provincial money).

At the other end of the country, the Bella Coola Bus continues to see grand success. It operates 66 hours a week, serves a mixed (Nuxalk and non-Indigenous) community of 2,000, providing door-to-door public transit service over a 40 km route. It serves a hospital, schools, government offices, and occasionally rescues people afflicted by cougar-bite injuries. Bella Coola is 450 km from the next larger community, and the bus is a lifeline of service and safe transportation to its residents. There were 25,000 rides last year.

Federal funding? Zero. The bus is funded by B.C. Transit, the local hospital district and, of course, the fare box. (It's \$2.50 per ride, \$60 for a monthly pass.)

Rural public transit just isn't a federal responsibility. It's provincial, right? Well, yes, but so are highways, and yet successive federal governments have continued to find ways to fund highways and other car infrastructure projects that increase carbon emissions, separate our communities rather than bringing them together and, at the end of the day, generally leave rural and Indigenous communities out in the cold. (Sure, there's the Trans Canada and Yellowhead highway networks, and they do serve some rural communities, but there are far more that are served by only provincially funded roads, or not even that.)

Every reader of *The Hill Times* knows that the federal spending power is pretty broad, so long as they show up with a large enough cheque. So the choice to fund highway interchanges over rural public transit is an active

one—and one the Green Party of Canada insists we must reverse.

Beyond the funding question, though, transportation is freedom. If people can get where they need to go, when they need to go, with their dignity intact, then we, as a society, have taken a massive step forward in levelling the playing field for our citizens. Whether we speak in the language of human rights or simply policy priorities, the Green Party of Canada believes that all citizens of Canada must be able to get where they need to go, when they need to get there, with their dignity intact—all without destroying the planet. But we will never be able to do that by paving more wilderness for highway interchanges so that more people can commute longer distances. It is clear that solutions must be locally driven, evidence-based, use existing infrastructure where possible, and always prioritize low-carbon modes.

This means funding for rural and remote transportation. This means passenger rail at a minimum restored to standards of the early 1990s. This means federal

government offices always being situated in locations served well by public transit, and walking/cycling infrastructure in cities. This means restoring something that resembles the Saskatchewan Transportation Company and Western Canadian Greyhound bus networks that vanished overnight in the spring of 2017 and the fall of 2018, respectively, without the federal government lifting a finger to stop either.

The federal government understands that it has a role to play in the system-wide success of our movement of goods. It's the same for air passengers. Those roles are clearly in their jurisdiction. Somehow, though, our government started spending a lot of money to get urban commuter cars on and off highways, too, while ignoring national, regional and rural public transportation. Greens want to reverse that. We need active federal participation in national, regional and rural public transportation.

For all its glory, the Bella Coola Bus service ends at Firvale, 40 km from its start point. It's 410 km to the next bus stop, and our government should be helping to fix that before funding more highway exits.

Ashley Morton is co-president of the Green Party of Nova Scotia and former vice-president of Transport Action Atlantic, a public transportation advocacy organization.

The Hill Times

Transportation Policy Briefing

Climate right for accelerating cycling in Canada, but political leadership is needed

Maximizing cycling rates and achieving the benefits that will accrue for all levels of government requires federal leadership. Many other countries, including Australia, Finland, Germany, France and Austria have adopted national cycling strategies.

SARA KIRK AND ALEC SOUCY

HALIFAX—Across Canada, there are many Canadians who would like to cycle more often, but a lack of safe, connected infrastructure prevents them from doing so. In the East Coast city of Halifax, for example, around 50 per cent of residents would like to cycle more often, but feel their city is less safe for cycling, relative to residents of cities that have accelerated safer cycling infrastructure. This reveals startling issues of equity, both in geography and because women express greater safety concerns than men. In a country like Canada, access to safe infrastructure for cycling should not be dependent on

your postal code, gender or municipal priorities.

Cycling is recognized around the world as an important solution to a number of the most pressing issues that we face as a society, including global climate change, the rising costs of public health care, and the financial and societal burden of expanding road networks. This is good news because investing in cycling infrastructure for transportation, tourism or recreation offers the very best return on investment, by any government in any sector.

The case for investing in cycling as a climate change mitigation strategy is compelling. On Oct. 8, 2018, The UN Intergovernmental Panel on Climate Change issued a special report declaring that net human-caused emissions of carbon dioxide would need to fall by 40 per cent from 2010 levels by 2030. In Canada, the oil and gas sector is responsible for 27 per cent of total emissions and transportation is responsible for 24 per cent. A forecast by the Institute for Transportation and Development Policy and UC Davis predicts that supporting more people commuting by bicycle could cut CO₂ emissions from urban passenger transport by nearly 11 per cent in 2050 compared to a scenario without a strong cycling emphasis.

The case for investing in cycling to contain the rising costs of health care is equally compelling. Three quarters of adults and over 90 per cent of children and youth fail to



Across Canada, there are many Canadians who would like to cycle more often, but a lack of safe, connected infrastructure prevents them from doing so, write Sara Kirk and Alec Soucy. Photograph courtesy of Pexels

meet Canadian physical activity guidelines. The cost of physical inactivity alone to our society was estimated as \$10.8-billion in 2013. Within urban environments, about 40 per cent of hazardous air pollutants are generated from transportation, and 21,000 Canadians die prematurely each year from breathing polluted air. The economic cost associated with exposure to air pollution is approximately \$8-billion. Yet cycling is associated with a 41 per cent lower risk of premature death relative to non-active commuting. Canada's Chief Public Health Officer's Report in 2017 explicitly acknowledged the value of cycling and called on leadership from all levels of government and partners to take concrete actions to improve the health of Canadians through healthy community design.

Aside from the economic burden of providing health care

to an unhealthy population, our car-centric society is costly in other ways. About a third of family income goes towards transportation, with cars costing between \$8,000 to \$15,000 to operate annually in Canada. This represents a financial burden that exacerbates social inequalities. As a society we also pay dearly for our current, car-centric transportation systems. In the year 2000, when assessed in terms of modes of transportation, the annual full cost of the transportation activities ranged between \$198-billion to \$233-billion with road transportation alone accounting for \$169-billion to \$201-billion.

Maximizing cycling rates and achieving the benefits that will accrue for all levels of government requires federal leadership. Many other countries, including Australia, Finland, Germany, France and Austria have adopted national cy-

cling strategies. These strategies set national modal share objectives and commit to concrete actions to meet them, such as developing supportive public policies, and investing in infrastructure and public education. Canada lags behind other countries, lacking comprehensive national guidelines for the development of safe cycling infrastructure and traffic calming. Furthermore, no national level modal share targets for cycling have been established to date.

The Canadian government should take advantage of the benefits that cycling offers by creating a national cycling strategy and a dedicated federal fund for the development and improvement of cycling infrastructure and related traffic calming in Canadian municipalities. The evidence is clear that such a strategy will address our current pressing societal challenges; the missing ingredient is political will.

Sara Kirk, PhD is a professor of health promotion and scientific director of the Healthy Populations Institute and founding fellow of the MacEachen Institute for Public Policy and Governance at Dalhousie University, Halifax. She is also a volunteer board member of Vélo Canada Bikes. Alec Soucy, PhD is a cultural anthropologist, professor and chair of the Department of Religious Studies, and research associate at the Centre for the Study of Sport and Health at Saint Mary's University, Halifax.

The Hill Times

Off the track: transit funding and the low carbon transition

If climate change mitigation is to begin in cities, we should be discussing how municipalities can access additional and predictable revenue sources to support required investments and in turn, support our national economy.

PEDRO ANTUNES AND ROGER FRANCIS

Municipalities in Canada are on the front lines of climate change mitigation. Decarbonizing cities through greater transit use and more efficient transportation systems is key to transitioning to net zero carbon emissions by 2050. This is especially true because the federal government is pursuing a policy of allowing resource and energy development, while cutting carbon pollution in the transporta-

tion, building, electricity and other sectors. The burden of reducing emissions will then fall more heavily on cities. But is the funding available proportional to the task at hand, or are municipalities off the track in meeting these requirements?

The public infrastructure magazine *ReNew Canada* recently published its top 100 infrastructure projects list. According to the list, planned transit expansions and transportation projects total \$118-billion in investments—accounting for roughly half of over \$240-billion in projects that make up the list. Of the \$240-billion in projects, \$154-billion in funding is forecast to come from the provincial governments, \$36-billion from the federal government, \$31-billion from private sources, and about \$20-billion from municipalities.

The Canadian Urban Transit Association's (CUTA) most recent Infrastructure Needs Report found transit systems require in excess of \$133-billion over the next 10 years, nearly \$60-billion of which remains unfunded by government.

These estimates of planned and future requirements for transit and transportation infrastructure provide only a portion of what may be

needed to ensure future economic growth while transitioning to a low-carbon future.

Transportation and transit are critical to Canadian's economic and social well-being. Today, Canada's cities account for 74 per cent of our economy and typically contribute more than 85 cents to every \$1 of growth in real GDP. Moreover, productivity growth in Canada has been driven by infrastructure investment primarily in urban centres or their catchment areas.

Transportation is also the second biggest expenditure for Canadians, at \$202-billion in 2018. In 2018, about 3.3 million daily trips took place on Canada's light, commuter and transit rail systems. But transportation also accounts for about 25 per cent of emissions. As such, if climate change mitigation is to begin in cities, we should be discussing how municipalities can access additional and predictable revenue sources to support required investments and in turn, support our national economy.

Municipal and provincial governments own the lion's share of local and regional transit infrastructure. Despite the fiscal burdens associated with delivering health care, education and social

services, provinces have the capacity to tax a growing revenue base. On the other hand, revenue sources for cities are limited—largely constrained to new development and land values, and the gasoline tax.

The federal government has recently provided additional funds albeit through current transfer and budget mechanisms. Budget 2016 made \$3.4-billion available over three years through the Public Transit Infrastructure Fund for upgrades and improvements to public transit systems across Canada. Budget 2017 added \$25-billion over the next decade, including \$5-billion from the newly minted Canada Infrastructure Bank—whose source of funds will include private investors. While those are big numbers, the math gets challenging.

Municipalities directly fund about 50 per cent of government infrastructure that is not educational services, hospitals, defence, or nursing care facilities. The Conference Board of Canada has calculated that local governments collect 11.5 cents of every tax dollar collected. But over 83 per cent of municipal funding is spent on operating expenditures outside of infrastructure. One of the most important tools available to augment that source revenue challenge is the Gas Tax Fund (GTF).

Budget 2019 announced a one-time increase to the GTF from \$2.2-billion to \$4.4-billion in 2018-19. While that additional revenue is positive, we would argue a permanent expansion of the GTF is needed to help keep transit on track

in Canada. The GTF is already effectively administered, provides flexibility for municipal investment in transit and transportation expansion and maintenance, and is predictable which remains the most important consideration for mid- and long-term capital projects. Municipalities need permanent solution that can accommodate the current multi-billion gap in infrastructure funding.

Municipalities also need to act. Municipal leaders need to ensure that taxes rise with inflation. They should also avoid promises of no tax hikes during elections. Facilitating public private partnerships, by encouraging projects with user fees, would also help some municipalities invest in the assets they need, even if user fees can sometimes be unpopular. Investments financed by the Canada Infrastructure Bank have been slow to take off in part because of the lack of proposed projects that provide returns on investment that help bring private funders to the table.

We're asking a lot of our cities. They are being asked to balance Canada's mobility and transportation needs with a growing economy within a low-emissions future. Do we increase the GTF and target more investment to transit and transportation? It's worth evaluating as one avenue to help put municipalities back on track.

Pedro Antunes is chief economist and Roger Francis is the director, energy and environment, at The Conference Board of Canada.

The Hill Times

Policy Briefing Transportation

Time to build a national transportation corridor

Not being able to quickly and efficiently move goods across the nation and to export markets further damages Canada's attractiveness to international investors.



Philip Cross

Opinion

Canada has traditionally excelled at transportation, especially over long distances. This reflects the necessity of carrying people and goods across our country, often in difficult conditions, and the opportunity from access to lucrative export markets. As a result, Canada built world-class companies in sectors ranging from ships to railways to pipelines and some areas of aeronautics.

Today, trade inside and outside of Canada is more important than ever. So what is Canada doing to preserve its comparative advantage in this essential service?

Not much, judging by the federal government's plan called *Transportation 2030: Trade Corridors to Global Markets*. Or perhaps I should say too much, given its unwieldy policy goals of lowering inefficiencies, collaborating more with industry, boosting infrastructure and innovation, making data a priority, supporting progressive trade and clean growth and dealing with the effects of climate change. Having so many conflicting goals means not identifying which are priorities.

Nowhere is there a strategic vision of how trade corridors will have to adapt to new trade patterns. Instead of the north-south corridors built to facilitate trade with the U.S., the University of Calgary's School of Public Policy proposes a new National Transportation Corridor stretching from east to west. Pre-approved routes for roads, pipelines, railways, and electrical distribution would facilitate trade within Canada and with markets in Asia and Europe, while avoiding the sort of drawn-out process for building infrastructure projects such as pipelines in British Columbia.

The confrontations and blockades protesting against the LNG pipeline in British Columbia underscore the failure of the federal government's transportation corridor plan to prioritize the security of critical transportation infrastructure. Nearly a decade ago, Canada's approach to security was described as "a combination of muddling through and ad hoc problem solving." That would have been an improvement on the government's response to this month's protests and rail blockades.

Corridors, by definition, concentrate transport in a small number of areas. For example, most of our truck transport with the U.S. passes through six border crossings. This concentration raises efficiency, but makes security a priority because of their openness to attack or disruption. And yet, governments have still failed to recognize our transportation system's vulnerability, especially for East-West transport.



Canada's federal Transport Minister Marc Garneau, pictured March 13, 2019, at the National Press Theatre in Ottawa. Instead of preparing a contingency plan, last week showed the federal government was caught completely off-guard, writes Philip Cross. *The Hill Times photograph by Andrew Meade*

It turns out Canada's transportation assets are more susceptible to attacks on its hardware than its software. These vulnerabilities have been plainly evident for some time. In 2016, all vehicle transport between east and west via the Trans Canada Highway was severed by the failure of the Nipigon River Bridge, which had no alternative routes. Redundancy needs to be built into the transportation system at critical junctures.

The ongoing blockades of rail transport demonstrated how easily it can be disrupted by protest groups. The government should have had a back-up plan; six years ago, Douglas Bland wrote a report for the Macdonald Laurier Institute highlighting how much of Canada's transportation system passes through Indigenous land, notably rail, roads, pipelines, and electricity. Any credible plan to secure the system would start with prioritizing transportation assets by the value of the goods they carry.

Instead of preparing a contingency plan, last week showed the federal government was caught completely off-guard. Transport Minister Marc Garneau initially denied the federal government even had a responsibility in resolving the dispute, although Indigenous relations and governance and rail safety are clearly under federal jurisdiction.

Not being able to quickly and efficiently move goods across the nation and to export markets further damages Canada's attractiveness to international investors. What is the point of negotiating free trade deals with North America, Europe and our Pacific partners if firms do not believe they can deliver products efficiently? Setting aside partisanship to undertake building a National Transportation Corridor would send a powerful signal to investors here and abroad that Canada is serious about carrying goods and people safely and efficiently to their destinations, reinforcing our traditional expertise in these areas. As importantly, it would demonstrate that governments in Canada are still capable of delivering results the goods when it comes to transportation.

Philip Cross is a senior fellow at the Macdonald-Laurier Institute. *The Hill Times*



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Transportation Policy Briefing

It's Garneau's second tour atop Transport Canada

Continued from page 19

gives airlines passengers the right to compensation for being bumped off a flight, more money for damaged or lost baggage, and requires airlines to clearly communicate the new rights and how to claim them, among other things. The first phase was rolled out in July 2019, the second in December 2019.

During the 42nd Parliament, Mr. Garneau also sponsored four bills, all of which received Royal Assent. The most high-profile bill was C-48, known as the Oil Tanker Moratorium Act, which made permanent and then-voluntary ban on large oil tankers from the North Coast of B.C. He also introduced Bill C-10, which allowed Air Canada to locate its maintenance operations anywhere in Manitoba, Quebec, or Ontario, whereas the past requirement mandated the maintenance facilities be in Winnipeg, Montreal, and Mississauga. Bill C-49 eased restrictions on foreign ownership of Canadian Transportation Agency airline licences and codified the passenger bill of rights. Bill C-64 regulated abandoned or hazardous ships in Canadian waters by making their owners liable.

On the regulatory side, Mr. Garneau introduced the Locomotive Emissions Regulations, which sought to regulate harmful emissions from trains, and retired the DOT-111 rail tanker cars that were involved in the Lac Megantic disaster. Internationally, Mr. Garneau helped broker a UN agreement to limit the airline industry's emissions.

Mr. Garneau was also a key player in the Ocean's Protection Plan, a \$1.5-billion program intended to make Canada's waterways safer, greener, and more economically prosperous. Mr. Garneau delivered several funding announcements as part of the plan.

Successive budgets secured millions of dollars for improved safety at Canadian airports and

marine ports, and on highways and railways. Budget money was also allocated to support the government's zero-emission vehicle strategy by building electric vehicle charging infrastructure and funding electric vehicle research and development.

Mr. Garneau also initiated a review of the Canada Transportation Act, which led to Transportation 2030, the government's "strategic plan" for improving transportation in Canada. Mr. Garneau's new mandate letter makes clear that Transportation 2030 now guides much of Mr. Garneau's second mandate.

The plan has five main themes: making travel better and cheaper for Canadians; a safer transportation system; reducing the sector's environmental impact; improving transportation infrastructure in the North; and making it easier and more efficient for Canadian companies to export.

The mandate letter has action items under the Transportation 2030 plank that all relate to the report's five themes, such as continuing to invest in trade corridors to boost exports, which is the first specific point mentioned.

Mr. Arseneau said he believes this will likely be a very high priority because "it easily benefits so many sectors like agriculture, mining, and forestry that are so key to our prosperity," he said. "You can have the best trade agreements and the best products in the world, but if you don't have an efficient transport system, you can't be competitive."

The mandate letter also calls for improved accessibility; development of high-frequency rail between Québec City and Toronto; transferring the Canadian Air Transport Security Authority to an independent not-for-profit, continue to improve transportation network safety; making airports more efficient; continuing to incentivize zero-emission vehicles; improving marine

emergency response capabilities; working with Via Rail to make travel to national parks cheaper; and improving the efficiency and carbon footprint of Canada's major ports.

On Feb. 14, 2020, Mr. Garneau announced Sudbury, B.C., will run a pilot project for seat belts on school buses. After two train crashes near Guernsey, Sask., on Dec. 9, 2019, and Feb. 6, 2020, Mr. Garneau reduced the maximum allowable speed for "higher risk key trains" and "key trains." The former refers to trains "loaded with a single dangerous goods commodity moving to the same point of destination; or trains that include any combination of 80 or more tank cars containing dangerous goods," while the latter refers to trains with "one or more tank cars of dangerous goods that are toxic by inhalation; or trains that include 20 or more tank cars containing dangerous goods," according to the notice from Transport Canada. On Feb. 18, Mr. Garneau and Foreign Affairs Minister François-Philippe Champagne (Saint-Maurice—Champlain, Que.) announced their support for a global ban on shipping heavy fuel oil in the Arctic.

Earlier in February, Mr. Garneau had a private meeting in Toronto with relatives of Canadians who died in the March 10, 2019, Boeing 737 crash over Ethiopia. Mr. Garneau offered an apology for not meeting sooner, and said the government would make mental health support services available, according to a CBC report.

His office also told *The Globe and Mail* that it would improve the way aircraft are vetted to give Transport Canada more oversight power.

In late-January, he mulled over expanding the electric vehicle rebate, according to *The Canadian Press*. The \$300-million program was introduced last May to incentivize electric vehicle purchases, and Canadians have used up nearly half the fund in just eight months.

achamandy@hilltimes.com
The Hill Times



Transport Minister Marc Garneau arrives for the Liberal cabinet meeting on May 7, 2019. *The Hill Times* photograph by Andrew Meade

Department of Transport and Canadian Transportation Agency expenses, 2018-2019

Entity	Service	Expense
Department of Transport	Business services	\$22,945,830
Department of Transport	Engineering and architectural services	\$52,516,532
Department of Transport	Health and welfare services	\$1,304,309
Department of Transport	Informatics services	\$21,696,789
Department of Transport	Interpretation and translation services	\$4,453,645
Department of Transport	Legal services	\$14,651,571
Department of Transport	Management consulting	\$17,998,739
Department of Transport	Protection services	\$5,136,825
Department of Transport	Scientific and research services	\$15,285,738
Department of Transport	Special fees and services	\$2,266,361
Department of Transport	Temporary help services	\$1,912,855
Department of Transport	Training and educational services	\$8,200,596
Department of Transport	Other services	\$12,498,305
Department of Transport	Total Department of Transport	\$180,868,095
Canadian Transportation Agency	Business services	\$24,867
Canadian Transportation Agency	Health and welfare services	\$7,725
Canadian Transportation Agency	Informatics services	\$452,667
Canadian Transportation Agency	Interpretation and translation services	\$286,405
Canadian Transportation Agency	Legal services	\$1,393
Canadian Transportation Agency	Management consulting	\$114,300
Canadian Transportation Agency	Special fees and services	\$91,061
Canadian Transportation Agency	Temporary help services	\$38,844
Canadian Transportation Agency	Training and educational services	\$313,760
Canadian Transportation Agency	Other services	\$288,318
Canadian Transportation Agency	Total Canadian Transportation Agency	\$1,619,340
	Total CTA + Transport	\$182,487,435

Source: Public Accounts of Canada 2018-2019, Vol. III, Additional information and analyses

Transport Canada departmental budget, past and planned

	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Statutory	\$254,383,748	\$218,684,146	\$226,389,615	\$210,070,454	\$211,476,342	\$209,302,351
Voted	\$936,775,036	\$987,036,619	\$1,112,024,696	\$1,490,266,881	\$1,344,350,077	\$1,220,598,107
Total	\$1,191,158,784	\$1,205,720,765	\$1,338,414,311	\$1,700,337,335	\$1,555,826,419	\$1,429,900,458

Source: Transport Canada 2019-20 departmental plan

Today's global economy is powered by freight.
And Canada's ports help move over 80 per cent of it.

We handled more than 340 million tonnes of cargo last year — from food, fertilizer and fuel oil to computers, smartphones and clothes. We directly and indirectly employ some 213,000 people, supporting communities big and small from coast to coast.

Canada's 17 Port Authorities are a key part of global supply chains, facilitating the export of Canadian goods all over the world. We are world-class facilities whose activities reach virtually every person in this country.



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Essential to the Economy

Serving exporters, importers, retailers, farmers and manufacturers, CN's transportation services are integral to modern life, touching the lives of millions of Canadians every day.

\$250B

WORTH OF GOODS
TRANSPORTED

25%

OF WHAT WE TRANSPORT
IS EXPORTED

19,000

RAILROADERS EMPLOYED
IN CANADA

\$6.6B

CAPITAL INVESTMENTS
IN CANADA (2017-2019)



Opinion

Supreme Court must advance reconciliation

The Assembly of Manitoba Chiefs argues that the Supreme Court case exposes an outdated, inaccurate and destructive narrative about Canada yet poses an opportunity to address the reality that First Nations people and laws 'have always been here.'



Arlen Dumas

Opinion

There is a simmering tension across Canada. For decades, we have witnessed First Nations and their allies come into

conflict with corporate interests and governments over who has a say on what happens on reserve lands. Such conflicts have led to solidarity actions, violence, and police conflicts as First Nations, land defenders, and corporations battle over control of who has the right to access natural resources. In the midst of this tension, First Nations continue to assert their rights and sovereignty as the original stewards of the land. It does not have to be this way.

There is national acknowledgement that tackling climate change and reducing our carbon emissions is both necessary and urgent. For the first time ever, environmental issues and climate action were top issues in the 2019 federal election. Youth, in record numbers, are marching globally to effect change and create a more secure future; while First Nations from coast-to-coast-to-coast have resolved to make climate change an urgent global priority.

On March 24 and 25, the Supreme Court of Canada will begin a significant and potentially transformational hearing in Ottawa, and the Assembly of Manitoba Chiefs (AMC) will be present to address the court as an intervener. On the surface, the case is about the Greenhouse Gas Pollution Pricing Act the federal

government's first attempt to impose a national carbon pricing scheme in Canada. First Nations are in agreement with dissenting provinces that it is a constitutional debate on nation-to-nation relationships and reconciliation. Not only is it a federal responsibility to acknowledge the existence of First Nations laws; but federal and provincial governments do not understand the implications, or the unconstitutional intrusion of exclusive provincial legislative jurisdiction when they mitigate greenhouse gas emissions.

AMC argues that the Supreme Court case exposes an outdated, inaccurate and destructive narrative about Canada yet poses an opportunity to address the reality that First Nations people and laws "have always been here." These laws are grounded in mutual respect and the treaty relationship continues to govern First Nations' relationships with the Creator, Mother Earth, and all living beings.

The current political climate regarding the Wet'suwet'en Nation exemplifies the rights of all First Nations who live, assert, and defend their sovereignty and land rights every day. Recent Lower Court decisions have sent contradictory signals about the relationship between Euro-Canadian laws and First Nations laws, despite First Nations laws having



On March 24 and 25, the Supreme Court of Canada, pictured, will begin a significant and potentially transformational hearing in Ottawa, and the Assembly of Manitoba Chiefs (AMC) will be present to address the court as an intervener, writes Arlen Dumas. *The Hill Times* photograph by Andrew Meade

been recognized by the Supreme Court. The lack of clarity has led to a patchwork of inconsistent decisions and, due to this void, First Nations people are impacted on a daily basis.

Our First Nations laws comprise Canada's first constitutional order, alongside French civil law and English common law. Nature is giving us signs that human beings are out-of-balance, and First Nations laws provide clear guidance on climate change.

Again, this court case offers an opportunity for a fundamental paradigm shift in the relationship between First Nations and non-First Nations people, to usher in a more meaningful implementation of reconciliation, grounded in the spirit and intentions of treaties. Reconciliation, as outlined in the seminal Truth and Reconciliation Commission's Calls to Action, requires respect for First Nations

laws as equal and distinct from Euro-Canadian laws, and calls for recognition of First Nations as protectors of Mother Earth—as a living, sacred spirit. It requires a return to the intent of the treaty relationships on which Canada was built.

Now, more than ever, we must work together, as the existential crisis of climate change is too complex for one treaty partner and one legal tradition. First Nations laws can no longer be excluded when the future of our children and health of our planet is at stake. It is our sincere hope that the Supreme Court recognizes that First Nations laws can assist in alleviating the tension and restoring environmental and constitutional balance.

Arlen Dumas is the grand chief of the Assembly of Manitoba Chiefs, which represents 62 First Nations across Manitoba.

The Hill Times

Broadcasting and Telecommunications Legislative Review report is a threat to freedom of speech

We do not need more governmental control of speech. If you see a disconnect between the stated problems and the proposed solutions, you are not alone.



Timothy Denton

Opinion

The apologists for Canadian broadcasting have a habit of saying that "it won't hurt a bit" and "it won't cost very much." The

opinion column "No need to cry foul over broadcast review panel's report" (*The Hill Times*, Feb. 5) by Friends of Canadian Broadcasting's Daniel Bernhard is a case in point.

The thrust of the column was that we have nothing to fear from the proposals, whether for freedom of speech, regulation of the internet, or taxation of it. Let's begin with our points of agreement.

Bernhard is right when he says that the platform giants can act as censors and shapers of expression. He is right when he observes that the newspaper business is in decline, as advertising revenues shift away from printed media.

He argues that a robust extension of Canadian broadcasting law to the internet will solve these problems. Expand government powers under the Broadcasting Act by licensing and registering on-line entities, including 'print'—primarily alpha numeric—media, and exempt from regulation what is not commercially significant.

There are two legal regimes for 'speech' through artificial means: print and broadcasting. Printing requires no prior permission from the government, though you

remain liable for slanders, frauds, and other criminal and civil offences. Broadcasting requires a government licence. The original justification for this was that the number of 'speakers' who could ever broadcast were few, their audiences large, and they used precious radio spectrum to speak to their audiences. Over time, the justification for licensing has become detached from the use of radio spectrum, and has been grounded in concerns for Canadian content.

The Broadcasting and Telecommunications Legislative Review (BTLR) goes even further, to recommend that 'media content' be covered by the Broadcasting Act, and that media content should include 'alphanumeric news content' (R51). Those carrying on a 'media content undertaking' via the internet would be required to register with the CRTC (R56) and the regulator would be able to establish requirements and payments of fees for classes of registrants (R57). The Canadian Radio-television and Telecommunications Commission would have discretion not to require registration when it judged that

regulation is "neither necessary nor appropriate to achieve media content policy objectives" (R58), the exemption power. There will always be a reason why regulation is necessary or appropriate.

You need not have gone to law school to read this—correctly—as a formula for state regulation of the Internet. To be required to register is to be subject to fees and conditions. To be exempt from registration is to be subject to the terms and conditions of the exemption order. The boundaries of what is exempted can shift with a changed CRTC commission, whose appointees change with the passage of time and governments.

Thus the claims of Bernhard that freedom of speech and of the press are not under attack by the BTLR rest on a complacent misreading of facts, and a naivety about the tendency of governments to exercise powers they believe they have for what they consider to be the public good.

The claim that prices will not be raised for consumers is equally without merit. The CRTC will be given powers to establish fees for websites it deems fit to be regis-

tered. This is not about sales tax for Netflix, or other online services, which Canada might impose. This is about transfers within the media communications system, so as to treat domestic firms favourably.

The issue is what to do about the power of large platforms to control speech and advertising revenues. The Broadcasting and Telecommunications Legislative Review tries to get at the problem through hugely expanding government powers over speech. The diagnosis has some merit but expanding state control of what is said on the internet fails to solve the problem of the large platforms. Using an expanded Broadcasting Act in this way is like trying to lift the gross national product with a set of tongs. The solution to the problems of large private power may require corporate break-ups: I don't pretend to know, yet. But for sure, we do not need more governmental control of speech. If you see a disconnect between the stated problems and the proposed solutions, you are not alone.

Timothy Denton is a former national commissioner of the CRTC, 2009-2013.

The Hill Times

Canada's China-U.S. conundrum

Though we must not have illusions about Canada's relative lack of power in this triadic relationship, there is an alternative way of thinking about this situation, as our European allies are quickly learning. It's okay to say no to both the U.S. and to China and be true to ourselves in the process.



David Carment and Richard Nimijean

Comment

There is one basic truism in this era of geopolitical competition: the strong do as they will and the weak do as they must. Growing tensions between the U.S. and China have placed Canada in a difficult spot.

China and the U.S.'s intense rivalry forces them to focus on weaker states. Rather than making direct hits on their adversary, these rivals increase economic pressure on the allies of their main opponent to shift their partnership priorities. Canada is the weaker player caught up in this conflict and has not only taken hits from both sides; it is increasingly pressured to render short-term choices without due attention given to national interests.

For example, adhering to the American extradition request of Meng Wanzhou resulted in the detention of the "two Michaels": Michael Kovrig and Michael Spavor—and the retrial of Robert Schellenberg, resulting in a death sentence. This shows how weaker countries can bear the brunt of powerful nations promoting their interests on a global scale while avoiding costly and potentially destructive direct confrontation.

Canada's ability to pursue its interests are constrained by this great power rivalry. On the one hand, Canada has pursued greater investment from China, but China does not appreciate holdups of foreign investment over national security concerns. The Trudeau government's over-



In a multi-polar world, smaller, less powerful countries like Canada can gain leverage by playing off one power against another rather than being at the mercy of their whims. In this case, Canada could use the prospect of extraditing Meng Wanzhou, and banning Huawei to see if China offers better terms than existing agreements with the U.S., write David Carment and Richard Nimijean. Ms. Meng is pictured right, on Oct. 2, 2014, with Andrey Kostin, left, and Vladimir Putin, at the Russia Calling Investment Forum in Moscow, Russia. Photograph courtesy of Commons Wikimedia

tures for a free trade deal were rebuffed. Strategically, China outright rejected the progressive trade agenda, central to Prime Minister Justin Trudeau's political image. Even as China faced a crisis in its pork industry, Canadian pork imports were targeted.

On the other hand, Canada has been squeezed by the U.S. Notably, the USMCA makes it difficult for partner countries to pursue free trade discussions with "non-market countries," i.e. China. The extradition request, followed by U.S. President Donald Trump's declaration that Meng could be released if China acceded to other demands, shows how little leverage Canada wields in the Canada-U.S. relationship. Hope that the Trump administration would push hard for the release of the two Michaels has evaporated.

This is perplexing for the Liberals, given that they continued the tradition of pursuing short-sighted trade deals that produced immediate returns, especially for resource exports, over the development of longer-term strategies that allow the economy to adapt to an increasingly decarbonized economy. Canada wanted more deals and less friction with both countries yet still finds itself at the mercy of both.

Meanwhile, Canadian public opinion towards China is hardening. The new parliamentary committee on China is more an outlet for political partisanship than it is a forum for deep thinking about Canada's long-term geopolitical strategy.

So what is the Trudeau government doing? Instead of insightful statecraft, Trudeau is attempting to deny the advantage of the more

powerful, determined, and capable China and the U.S. by following public opinion. That is because most Canadians believe that Canada's actions in defence of Meng's detention are consistent with the rule of law and an expression of the importance Canada places on a rules-based system and national sovereignty. While Canadians wish for the two Michaels' speedy release, they support the Liberals' refusal to compromise in order to secure their release. In fact, the Liberals have publicly rejected proposals for the release of the two Michaels that involve Meng Wanzhou.

While politically popular, this approach frustrates those who want a broader and more coherent long-term strategy for dealing with the complexity of relations between China and the U.S. We ask if such approaches are the right ones. Indeed, there are good reasons to question the entire premise underlying the Liberals' short-sightedness.

First, in acceding to the U.S. extradition request, Canada has tacitly approved of unilateral American sanctions on Iran that were not upheld or endorsed by the UN Security Council or by any formal agreement between the U.S. and its allies, including Canada. This position seems at odds with Trudeau's quest to win a seat on the UN Security Council because of a belief in the importance of multilateralism and respect for the rule of law.

Second, Canada's international human rights commitments require it to "respect and ensure the human rights of all individuals within its territory and subject to its jurisdiction, without discrimination of any

kind." So why have the Liberals refused to consider a prisoner swap involving the two Michaels, as former Chrétien adviser Eddie Goldenberg suggested? After all, even hardliner Benjamin Netanyahu of Israel, a staunch Canadian ally, completed a prisoner swap because of a strong national belief in solidarity over the state's geopolitical interests.

In fact, backroom manoeuvres involving hostages and prisoners are not without precedent. Canadian embassy staff in Tehran rescued U.S. hostages in Iran through bold moves that circumvented Iranian sovereignty. Canada has in the past, according to one former diplomat, paid ransom for kidnapped Canadians, saving lives. According to allies, despite official government denials, a significant ransom secured the release of Canadian diplomats Robert Fowler and Louis Guay when they were taken hostage in the Maghreb by forces sympathetic to al-Qaeda.

Under this current government, standing up for Canadian values has become a substitute for a projection of strength, statecraft, and diplomacy. The government is taking a popular position: resist Chinese pressure, even if the two Michaels must pay the price.

This sounds principled, but what about the commitment to protect and promote the human rights of all Canadians at home and abroad? Is standing up for our principles while two innocents suffer and a third might be put to death really the core of Canada's values?

The conundrum extends beyond the two Michaels. The upcoming decision on 5G is a po-

litically loaded process more than one based on security needs. On the one hand, much of the world is unconvinced by U.S. claims that Huawei technology poses a major security risk. The U.K. is ambivalent, while Germany and France remain open. Huawei is competitive in Finland, the home of Nokia. On the other, countries that have imposed an outright ban, like Japan and Australia, are dependent on U.S. security. Recently, the Canadian military has come out in opposition, ensuring a big political fight but also raising questions about who is running the show in Ottawa.

In a multi-polar world, smaller, less powerful countries like Canada can gain leverage by playing off one power against another rather than being at the mercy of their whims. In this case, Canada could use the prospect of extraditing Meng and banning Huawei to see if China offers better terms than existing agreements with the U.S. As well, Canada can use the spectre of increasing Chinese influence to try to improve existing agreements with the U.S. Though we must not have illusions about Canada's relative lack of power in this triadic relationship, there is an alternative way of thinking about this situation, as our European allies are quickly learning. It's okay to say no to both the U.S. and to China and be true to ourselves in the process.

David Carment is editor of the *Canadian Foreign Policy Journal* and a fellow at the *Canadian Global Affairs Institute*. Richard Nimijean is a member of the *School of Indigenous and Canadian Studies* at Carleton University. *The Hill Times*

News Wet'suwet'en protest

What Indigenous MPs and other players have to say about the Wet'suwet'en solidarity demonstrations

BY PALAK MANGAT

All across the country, demonstrations in support of some Wet'suwet'en hereditary chiefs, who oppose the construction of the \$6.6-billion Coastal GasLink natural gas pipeline which would run through the Wet'suwet'en traditional hereditary territory in northern B.C., have emerged in recent weeks

The Hill Times gathered what some Indigenous MPs, Senators, and other players have to say about the ongoing situation—either in their public remarks to reporters, statements in the House, or written pieces shared in publications.

NDP Leah Gazan (Winnipeg Centre, Man.) spoke in the House on Feb. 18, 2020.



She is a member of the Wood Mountain Lakota First Nation in Saskatchewan.

“Human rights are not a partisan issue. Human rights are human rights. Every day, I have to sit in this House and listen to my fundamental Indigenous human rights, and the fundamental Indigenous human rights of Indigenous people across this country, be up for debate. I don't know any other group in this country that has to be satisfied with incremental justice of basic minimum human rights in this country.”

NDP MP Mumilaq Qaqqaq (Nunavut) also spoke in the House on Feb. 18, 2020. She is an Inuit MP.



“What we are seeing across this country is not just about one resource project. This is about generations of underfunding, broken promises, and broken treaties. The federal government has backed Indigenous peoples into a corner. Food, water, safe housing, and infrastructure are fundamental human rights that the federal government has promised us and continues to deny us. The anger around Wet'suwet'en territories is about the failed policies that have let Indigenous peoples down. The federal government has ignored or threatened our well-being and our very existence as Indigenous peoples. How can we talk about reconciliation when the federal government has stolen our lands, slaughtered our sled dogs, refused us our rights and continues to give us impossible choices?”

Independent MP Jody Wilson-Raybould (Vancouver Granville, B.C.) is a member of the We Wai Kai Nation, in B.C. She spoke to Global News' The West Block on Feb. 16.



“This situation that we're seeing in Wet'suwet'en territory, as we've seen in other territories around major resource development projects, are going to continue to happen until we address the fundamental underlying reality and of the inherent right of self-government of Indigenous Peoples, and ensure that Indigenous Peoples can finally make their way and see themselves in our constitutional framework.”

She also spoke to CTV's Power Play on Feb. 18. “This a fundamental issue that is facing our country. It has been facing our country since we became a country. It's one of the reasons why I got involved in politics.”

She spoke in the House on Feb. 18. “Some two years ago the prime minister stood in the House and committed to the recognition and implementation of Indigenous title and rights in legislation. That long-overdue work has not happened, and we continue to see the challenges across the country due to that inaction.”

Liberal MP Jaime Battiste (Sydney-Victoria, N.S.) spoke in the House on Feb. 18. He is a member of the Potlotek First Nation in N.S.

“I was a protester, or a land protector, as my colleagues have reminded me. I too was out there on

the streets frustrated during the Idle No More era of protests under the Stephen Harper government that saw environmental cuts and Indigenous cuts. I was out there with them. ... It is important that both Indian Act governments and traditional governments work together, just the same as we in a minority government must attempt to work together.”



Manitoba Independent Senator Murray Sinclair, former head of the Truth and Reconciliation Commission, wrote a blog post on Feb. 14. He is from the Ojibway Nation.



“Frankly, given Canada's intransigence, and the rising sense of injustice felt by Indigenous leadership throughout the country, I do not like where this is heading.”

Pam Palmater is the chair of Indigenous governance at Ryerson University. She is a Mi'kmaw citizen and a member of the Eel River Bar First Nation in N.B. She wrote about the issue in the Canadian Dimensions magazine on April 24, 2019.



“Canada has a long history of breaching the rule of law when it comes to First Nations. In the Wet'suwet'en case, Canada has prioritized the extraction interests of a corporation over the constitutionally protected rights of a sovereign Aboriginal Nation. This is a clear violation of the law. The Wet'suwet'en right to occupy and protect their territory is an internationally recognized human rights norm, now reflected in UNDRIP. Article 8 provides the right of Indigenous peoples not to be subjected to the destruction of their culture—something that would naturally come from destruction of their lands and waters with a pipeline.”

Molly Wickham is a spokesperson of the Gidim't'en Clan of the Wet'suwet'en Nation. She spoke to APTN News in a video shared on Feb. 19.



“We are not in a position that we're wanting to fight with our own people. We understand and include all of our people, whether they're pro-pipeline or against the pipeline, members of our clans, they're people that we love, they're family members. We know that the hereditary system is our true governance system and that's what we're going to be going by, and that's what we follow, and that's what we're trying to strengthen and want recognized. Of course there's going to be some people that want the jobs, and they think that that's the best way to move forward, and that's their own opinion, but it's not the opinion of the inherent governance system of the Wet'suwet'en people.”

Ellen Gabriel was an official spokesperson for the 1990 Oka Crisis. She is of Mohawk descent, and spoke to CBC News on Feb. 14.



“Over the last 30 years that I've been doing this, nothing has changed in the attitude of government. They are not respecting the rights of Indigenous people. ... We are the ones that are being, and this is a generous word to call it, inconvenienced. We are the ones that have no potable water, the ones being squeezed onto tiny pieces of land ...”

“Indigenous law prevails over Canadian constitution law because we have never surrendered our law; this is what inherent right means. It means the right to protect your land, pre-contact.”

“This is not about a rule of law that is flawed, it's about land dispossession, the theft of our lands.”

UNDRIP provides 'guide' to resolving tensions among Indigenous communities over questions of authority, say experts

‘We have to move beyond public platitudes and eloquent statements; we need a reality whereby Indigenous law and institutions are placed on the same level as common law,’ says Grand Chief Stewart Phillip on reconciliation.

Continued from page 1

hereditary chiefs and elected band councils, say experts, but requires governments to “make space” to allow communities to determine who ultimately speaks for them.

Wet'suwet'en hereditary chiefs and the 20 elected band councils have been at loggerheads over the 670-kilometre \$6.6-billion Coastal GasLink pipeline in B.C. that would move natural gas within the province from northeastern B.C. to a planned LNG export facility in Kitimat. The clan chiefs oppose the route that cuts through their traditional, unceded territory, and proposed an alternate route that the company rejected, citing cost overruns and environmental concerns. It's led to a standoff between the RCMP and the hereditary chiefs after officers moved in to arrest demonstrators who have set up camp on the pipeline worksite. The chiefs have said the blockades will not come down until the RCMP leave.

Former Liberal MP Robert-Falcon Ouellette said the dispute boils down to a question over who is the “legal and moral authority of Indigenous people in Wet'suwet'en

territory.” Mr. Ouellette said the UN Declaration on the Rights of Indigenous Peoples, or UNDRIP, would allow communities to peel themselves away from the Indian Act and provide an “endpoint” in deciding their governance structures.

In his Throne Speech, Prime Minister Justin Trudeau (Papineau, Que.) promised to revive legislation within a year of his first mandate that would implement those rights, with the intention of harmonizing Canada's laws with Indigenous rights.

“What needs to happen in this case is communities need to come together and decide what their own functioning government looks like,” Mr. Ouellette said. “This is not something the federal government can do for them, not something the provincial government can do for them. ... This is a decision for each and every nation.”

Over the past two weeks, the situation has led to a wave of blockades in solidarity with the hereditary chiefs, including one involving some members of the Tyendinaga First Nation, that have crippled major railways and left goods and supplies stranded, paralyzing parts of the economy and prompting layoffs at Via Rail and, temporarily, at CN Rail.

The company at the centre of the dispute, along with federal Conservatives, have leaned on the support the project received from band councils to assert they have the consent needed to move forward.

Since the blockades have emerged, Mr. Trudeau has repeatedly called for patience in finding a peaceful resolution to the blockades, while resisting calls from the Conservatives for the police to intervene.

But he took a tougher tone on Feb. 21, two weeks into the stalemate, saying the blockades should come down.

Speaking to reporters in Ottawa at the National Press Theatre, he said, “Here's the reality. Every attempt at dialogue has been made,



Demonstrators in Ottawa took to the streets on Feb. 7, 2020, in solidarity with the Wet'suwet'en hereditary chiefs, demanding the RCMP pull back from the First Nation's territory. *The Hill Times* photograph by Andrew Meade

Continued from page 28

and discussions haven't been productive. We have no choice but to stop making the same overtures."

He said the "onus" now falls on Indigenous leadership to convince their communities to lift the blockades. "I'm hopeful Indigenous leadership, over the coming hours and day, will see that in order to continue on this important path, the barricades need to come down." At the same time, he said, the government's resolve to pursue reconciliation has not wavered.

Wet'suwet'en hereditary Chief Woos of the Grizzly House, speaking at a press conference, said there hasn't been a good-faith effort on the RCMP to retreat. He added there's been an increased level of harassment and surveillance. "This is completely unacceptable, and far from an assurance of good faith," he said, following the prime minister's presser.

On Feb. 20, the prime minister held a call with premiers to update them on Ottawa's efforts to broker a peaceful resolution, pointing to his decision to dispatch Crown-Indigenous Relations Minister Carolyn Bennett's (Toronto-St. Paul's, Ont.) to meet with hereditary chiefs when they're willing and the RCMP's conditional offer to pull back from Wet'suwet'en territory. The RCMP's offer hinges on demonstrators agreeing not to obstruct the road that Coastal GasLink needs to access the worksite, according to National Observer.

He is set to address the press on Friday afternoon after convening a meeting with relevant ministers to discuss the blockades.

'We're no further ahead,' says B.C. chief

Amid the blockades, the government postponed introducing legislation on UNDRIP, which was set to happen earlier this week, according to CBC. A spokesperson for Justice Minister David Lametti reiterated in an email the government's timeline in the Throne Speech, saying, "we will be moving forward with it shortly."

Brenda Gunn, a law professor at Robson Hall at the University of Manitoba, said she was disappointed the government appears to have chosen to retreat at this time. "I think what the situation warrants is more action, not less action," Prof. Gunn said. "But I do understand if the government is rethinking a strategy where they draft

legislation first, and consult second."

Such legislation, she added, "can provide guidance" on the "recognition that Indigenous peoples have the right to give consent to development. The fact that some band councils and First Nations have agreed has no bearing on the decision of another First Nation to support or withhold consent on this project. We have to look at each First Nation on their own."

Naomi Sayers, Indigenous lawyer from the Garden River First Nation, said UNDRIP would reaffirm that "the scope on which parties, states, or corporations might have to consult with Indigenous groups is much broader than the Indian Act."

Ms. Sayers said UNDRIP doesn't make a distinction in recognizing the legitimacy of elected band councils over hereditary chiefs, instead leaving it up to Indigenous communities to settle those questions.

"UNDRIP says the state must consult in good faith with representative institutions of Indigenous peoples. It doesn't say of Indigenous band councils or chief in council. We see those terms used in legislation elsewhere in Canada," she said, pointing to Bill C-69, which, in creating the Canadian Energy Regulator, gave it the power to oversee the development of energy projects.

Grand Chief Stewart Phillip, of the Union of B.C. Indian Chiefs, said UNDRIP would provide clarity, but is "meaningless" unless the government follows through on its application, pointing to the situation unfolding in B.C., which passed its own UNDRIP legislation, Bill 41, in late November.

"We were in the B.C. legislature on the floor; we celebrated a special moment in the history B.C., and there were a lot of speeches made on the path forward, and the means and mechanism of reconciliation," Mr. Phillip said. "But in a matter of days later, we had Premier [John] Horgan stating unequivocally the Coastal GasLink pipeline would go through. ... We're no further ahead than we would be with such legislation."

Mr. Phillip said he was "somewhat shocked" to hear the feds were preparing to table the UNDRIP bill, saying that he and other members of his community hadn't seen the bill, despite a commitment by Mr. Lametti that it would be "co-developed." The minister's office said Mr. Lametti continues to meet with Indigenous communities on this matter.

"We have to move beyond public platitudes and eloquent statements [on reconciliation]; we need a reality whereby Indigenous law and institutions are placed on the same level as common law," Mr. Phillip said.

Similar legislation had been sponsored by then-NDP MP Romeo Saganash, but died on the Order Paper in the Senate's hands. While proponents say that it would ensure buy-in from Indigenous communities and curtail legal disputes, Conservatives have opposed the legislation, arguing the provision "free, prior, and informed consent" would open the door for Indigenous people to veto resource projects.

Mr. Ouellette said he thinks it's unlikely that UNDRIP will pass in a minority Parliament, despite the Liberal government's promise.

"The longer the blockades carry on, the more ammunition it gives the opponents, and this is what we are headed for in the future of UNDRIP legislation," he said.

Prof. Gunn said even without UNDRIP, a landmark court ruling in 1997 set the precedent for recognizing Aboriginal title to unceded land. The case was fought for by the Wet'suwet'en hereditary chiefs and the Gitksan First Nation.

"It is frustrating to see the failure of the federal and provincial governments to recognize the authority of the hereditary chiefs, especially when it was the hereditary chiefs who brought the Aboriginal titles claim that led to the Delgamuuk decision," she said. "The courts have recognized the legitimacy of the hereditary chiefs to assert Aboriginal title claims, and so it's frustrating to see any government take any step that further divides communities."

Ms. Sayers said this situation marks a "turning point," and should signal to companies to assess their engagement with Indigenous peoples.

"Other corporations should be paying attention to this matter, looking at their policies and how they manage their projects," she said. "There's a diversity of opinions in Indigenous communities. How do we make sure people are heard? People don't feel heard."

All 10 Indigenous MPs, along with Indigenous Senators, reached for comment were either unavailable, or, in some cases, requests were not returned.

—With files from Palak Mangat
bpaez@hilltimes.com
The Hill Times

First Nations leaders call for peace, calm

Mike Kanentakeron Mitchell

Former grand chief and elder, Mohawk territory of Akwesasne



Mike Mitchell was the grand chief of the Mohawk Council of Akwesasne in 1984 and had served almost continuously in that role until his retirement in 2015. He was also an influential First Nations filmmaker and co-produced the documentary film on Indigenous border crossings in 1969 titled, *You Are On Indian Land*.

"We're at the crossroads and we must invoke the message of the peacemaker if we're both going to have lasting peace, security, and wellness in our communities. And that goes both ways. For the people in Canada, just beginning to learn, I'm well aware there's a lot of hatred in this country. It's directed at First Nations. We've got a lot of work to do. We can react or we can sit down and consult with one and other based on that message of peace left by the peacemaker."

Perry Bellegarde

National chief, Assembly of First Nations

Perry Bellegarde was elected on Dec. 10, 2014, and re-elected on July 25, 2018. Before this position, he was chief of the Federation of Saskatchewan Indian Nations and Saskatchewan Regional Chief for the Assembly of First Nations.

"The Wet'suwet'en peoples have asked that they be given space for their own internal dialogue and ceremonies to be held. They told me they want to create their own approach to formalize discussions with the federal provincial governments, the Crown, and they need to be given that time."



Joseph Norton

Grand chief of the Mohawks of Kahnawake



Joseph Norton has been the grand chief of the Mohawks of Kahnawake, near Oka, Que., since 2015 and before that he was the grand chief for 26 years, from 1978 and 2004, including during the Oka crisis in 1990.

"We know what it is to be imposed on, you know? And our brothers and sisters in Wet'suwet'en Territory out in B.C. are suffering the same circumstances," Mr. Norton said.

"The warmongers out there who are quick to pull the pin and throw the bomb should think about what's happened in the last little while," Mr. Norton said, referring to the 1990 Oka crisis and Ipperwash.

Donald Maracle

Grand chief of Tyendinaga Mohawk Council

Donald Maracle is grand chief of the Tyendinaga Mohawk Council, located in the Bay of Quinte, where he has held this position since 1991.

"The Indigenous Nation of Wet'suwet'en never ceded or surrendered that land, so they have the right to make a decision about development that's going to be on their land. So that's why this conversation needs to happen with the traditional chiefs there to find out what it is they want."



Serge Otsi Simon

Grand chief of the Mohawk Council of Kanesatake



Serge Otsi Simon has been the grand chief of the Mohawk Council of Kanesatake since 2015, an area located near Oka, Que. He was recently locked out of his office after suggesting that the blockades should come down, even temporarily. He has since retracted that statement.

"We've said it before. Industry has no problem throwing a billion here and a billion there whenever it suits their purpose; but it seems to me that when it's to accommodate a First Nation, in any particular issue, it costs too much," said Mr. Simon.

"Have you made your point yet? Has the government and the industry understood? I think they did," he said.

"The next one might last longer. It might not be the rails. It might be something else, because it's the only thing that we have, the only weapon that we have to have our rights recognized and affirmed. It's a damn shame we have to resort to that type of action in a country that wants to reconcile."

The First Nations leaders held a press conference at the National Press Theatre on Feb. 18 in Ottawa. —Compiled by David Lohead

News NAFTA 2.0

Downe calls for Parliament to have power to amend new NAFTA, Liberals pledge to share objectives of future trade talks with House

‘The precedent has been set,’ says Senator Percy Downe of Parliamentarians being able to modify trade agreements, following changes made to the new NAFTA by U.S. House Democrats.

Continued from page 1

of Democrats in the U.S. House of Representatives to alter the new NAFTA has set a precedent for Canadian Parliamentarians to have similar power to modify the trade agreement.

“Why would we be treated as second class, that we simply have to accept whatever is given to us, and other countries can make amendments?” Sen. Downe told *The Hill Times*.

Following the conclusion of more than 15 months of tumultuous renegotiations of the original North American free trade pact, the Trump administration and U.S. House Democrats negotiated among themselves for more than a year before the two sides agreed on implementing legislation for the trade pact, which was introduced and passed by the House of Representatives last December.

Democrats fought for changes on environmental and labour provisions, and in the end secured stronger dispute resolution agreements; greater environmental protections; and restored intellectual property for biologic drugs to eight years, down from the agreed upon increase to 10 years; as well as a change in the use of steel in auto production which required it to be “melted and poured” in North

America. It was previously agreed that 70 per cent of steel and aluminum used in auto manufacturing had to come from North America

Despite previously saying the Canadian government wouldn’t reopen the trade agreement, it signed onto the United States’ changes hours after the deal between the House Democrats and the White House was announced.

“The precedent has been set,” Sen. Downe said. “I don’t know why Canadians would be treated differently.”

“It would be a decision of the executive to entertain amendments [and] go back to the other parties of the agreement and see if they would accept them.”

Sen. Downe added that he didn’t know if he would propose amendments as he has yet to study the agreement, but he wanted the option if needed.

Senator Marc Gold (Stadacona, Que.), the government’s representative in the Senate, said in the Red Chamber on Feb. 18 that it is not the government’s position that “it would be wise to try to reopen negotiations with either Mexico or the United States.”

At the request of Sen. Downe, Sen. Gold said he would follow-up with the government to see if amendments would be accepted. Sen. Gold’s office said it was premature to comment on amendments as none have yet been proposed.

Non-affiliated Senator Dennis Dawson (Lauzon, Que.) told *The Hill Times* that unlike in the American system, the Canadian Senate has never amended trade agreements.

“We have not in the past amended trade agreements. We have either rejected them or we have accepted them. We did not modify them,” Sen. Dawson said.

Under the U.S. system, trade agreements are negotiated using trade promotion authority, which allows the White House to negotiate trade treaties, and gives Congress the ability to “fast-track” the



NDP MP Daniel Blaikie, left, and Deputy Prime Minister Chrystia Freeland, middle, have agreed on changes to the way trade bills will be tabled in the House of Commons, while CSG Senator Percy Downe, right, is calling for the ability to add amendments to the new NAFTA. *The Hill Times* photographs by Andrew Meade and photograph courtesy of Jean-Marc Carisse

process with a simple “up or down vote.” In a “fast-track” process, amendments can’t be attached to the bill, nor can it be filibustered, but changes can be made to the implementing legislation before it is introduced in the House of Representatives.

In Canada, trade deals are under the jurisdiction of the executive branch and only require that Parliament amend domestic laws in order for it to align with the new trade agreement.

“Obviously if you modify it you have to go back to the other two parties,” Sen. Dawson said, “and if they don’t agree with the modifications you’re back to zero.”

He added there has been a lot of work done to finalize the new NAFTA and that he is hoping the deal will be ratified in the “next few weeks.”

International trade lawyer Lawrence Herman told the House Committee on International Trade on Feb. 20 that if amendments were made, it would be mean that Canada could not ratify the deal.

“This would be, in my view, an enormous setback for the country, and in fact would be without precedent. There has never been an instance in Canadian history where Parliament has refused to approve a trade agreement and to pass the necessary legislation,” he said.

Canada is the only party of the trade deal yet to ratify it. Once Canada signs on, it starts a legislative process that ends in a 90-day countdown towards the new NAFTA coming into force.

Feds to table trade talk objectives before entering into future trade negotiations

The government has agreed to change the way trade deals are tabled in the House of Commons, in order to get support from the NDP for the ratification of the new NAFTA.

The NDP and its international trade critic Daniel Blaikie (Elmwood-Transcona, Man.) have said Canada shouldn’t be relying on U.S. lawmakers to improve trade agreements, and Canadian lawmakers should have the same powers over those agreements as their peers.

As first reported by The Canadian Press, Deputy Prime Minister Chrystia Freeland (Univeristy-Rosedale, Ont.) told Mr. Blaikie in a Feb. 19 letter that the government will table in the House a motion of intent 90 days before entering into any future trade negotiations, and table Canada’s objectives for the negotiations 30 days before the talks begin. Both would be referred to the House Committee on International Trade.

“Often, we have governments go into trade negotiations without much clarity in terms of what it is that they’re seeking in that agreement,” Mr. Blaikie told reporters on Feb. 18. “So it’s hard to hold people to account for what they said they would do if they’re not obligated to actually say what they’re trying to do.”

Ms. Freeland also wrote in the letter that an economic impact assessment would have to be tabled at the same time as a trade deal’s implementation bill is introduced in the House. The Conservatives have been pushing to see an assessment before the House Trade Committee finishes its study on Bill C-4, the bill to implement the Canada-United States-Mexico Agreement (CUSMA).

New NAFTA chief negotiator Steve Verheul told the committee on Feb. 5 that an economic assessment for the trade bill would be completed in the “very near future” and that he was “fairly confident” the committee would see it before their study ends. As of publication deadline, the study had not been completed.

Last April, an economic assessment was performed by the U.S. International Trade Commission, which found that the deal would create slight economic growth for the United States.

With the NDP’s support, the Liberals on the committee voted against a Conservative motion to have Bill C-4 studied by six additional House committees and to report back by April 2 at the latest, and nixed a Conservative amendment on that motion to have three other House committees study the bill and report back by March 12 at the latest.

In the end, a Liberal motion passed with Conservative and Bloc Quebecois opposition paving the way for three other House

committees to study certain clauses of Bill C-4 and the clause-by-clause review of the bill to be completed by the House Trade Committee by the end of the day on Feb. 28.

Senate Foreign Affairs and International Trade Committee to pre-study Bill C-4

Prior to committees being formed in the Senate, the Red Chamber agreed to form the Committee on Foreign Affairs and International Trade to hold a pre-study of the new NAFTA while it moves through the House.

The committee will have the same composition of the previous Parliament with Conservative Senate Leader Don Plett (Landmark, Man.) replacing previous committee chair Raynell Andreychuk, who retired last August.

“We want to give people the opportunity if they have not been heard in another venue that the Senate can hear them over the next few weeks,” said Sen. Dawson, a member of the committee.

Sen. Downe said that often trade bills are rushed through the Senate.

“Often the House of Commons is late sending us legislation,” he said. “In their opinion, [there is] an urgency about it. We hear about this [for] all trade legislation that it has to be passed straight away and there can be no delays,” he said. “The reality is the purpose of the Senate is to carefully review all legislation and try to avoid mistakes.”

Others like Senator Diane Griffin (P.E.I.), a member of the Canadian Senators Group, wants the Senate Agriculture Committee—which she chaired in the last Parliament—to study the bill.

Sen. Downe said given the complexity of Bill C-4, it is “probably a good thing” to have multiple committees study it.

But Sen. Dawson disagreed with the idea, saying there isn’t a need for any other committee to deal with the trade bill.

“The proven qualifications of the Foreign Affairs Committee on these issues is proof enough that it’s worked in the past,” he said.

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Better Deltaport

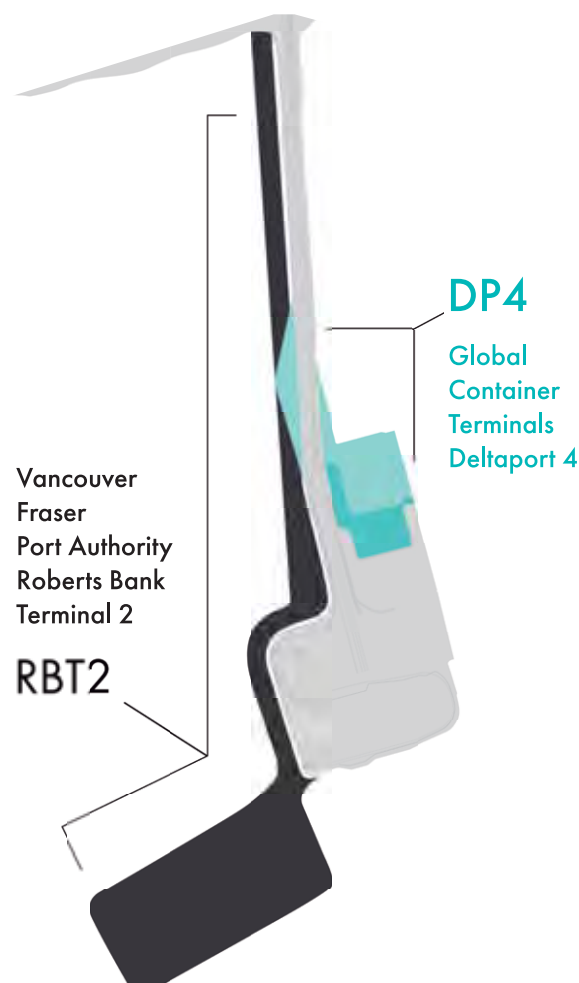
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Opinion

Teck mine would be devastating to globally significant protected area

The proposed Teck project would be Alberta's largest open-pit oilsands mine. At 29,000 hectares, this colossal mine would cover more than twice the area of the City of Vancouver. And it would be located just 30 kilometres up the Athabasca River from Wood Buffalo—one of only 10 of Canada's natural UNESCO World Heritage Sites.



Graham Saul
Opinion

OTTAWA—Canadians are holding their collective breaths as the government decides whether or not to approve the \$20-billion Teck Resources Frontier oilsands mine project, proposed by resource extraction giant Teck Resources. Much has already

been said about the message an approval would send, given the lack of consistency with Canada's international climate change commitments. But we also need to consider the shocking risks the mine would present to Wood Buffalo National Park—a globally significant nature treasure.

The proposed Teck project would be Alberta's largest open-pit oilsands mine. At 29,000 hectares, this colossal mine would cover more than twice the area of the City of Vancouver. And it would be located just 30 kilometres up the Athabasca River from Wood Buffalo—one of only 10 of Canada's natural UNESCO World Heritage Sites.

When describing Wood Buffalo, UNESCO calls it "an outstanding example of ongoing ecological and biological processes encompassing some of the largest undisturbed grass and sedge meadows left

in North America."

A 2019 joint federal-provincial panel review confirmed the obvious: the mine is likely to result in "irreversible" impacts on the environment and "significant adverse effects" on Indigenous peoples. Yet somehow the panel concluded that the project would be in the public interest.

This is nonsense. And here's why:

Wood Buffalo isn't just significant nationally; it's a global treasure. The park includes most of the 390,000-hectare Peace-Athabasca Delta, which has been recognized as a "Wetland of International Significance" by the International Convention on Wetlands.

Also, threatened species rely on the protected habitat offered by the park. A crucial element of the international wetlands designation is due to the importance of native waterbirds—including the last remaining wild population of highly endangered migratory whooping crane—that call it home. Wood bison, caribou and lynx—all of which are threatened species—are also Wood Buffalo residents and are likely to face habitat challenges.

As confirmed by the review panel, we're looking at almost two centuries of species habitat loss. Teck's tailings ponds—like other oilsands tailing ponds—will be lethal to any birds who make the mistake of landing on them. In its review, the panel found that there "may be a loss of habitat for many species...including species at risk, for at least 100 years following closure in 2081."

Indigenous communities have grave concerns about adding yet another oilsands project near the Athabasca River. After all, Indigenous groups depend upon the lands and the big rivers that flow through them to maintain their ways of life. The Athabasca has already been heavily polluted in recent decades by 150 oilsands projects and associated toxic tailings ponds covering 25,000 hectares.

These threats to Wood Buffalo were so grave that in December 2014, the Mikisew First Nation petitioned UNESCO to inscribe the park on its List of World Heritage in Danger. UNESCO has not yet decided on its inclusion, but last year issued a stern warning to Canada that swift action is required to stop the degradation caused by oilsands mines along the Athabasca River as well as hydroelectric projects on the Peace River.

The federal government acknowledges that already "climate change and external development pressures are seriously impacting" Wood Buffalo to which Parks Canada responded with a strategic environmental assessment and an action plan. In 2018, the government set aside a mere \$27.5-million in funding over five years to support the plan and early implementation. These modest commitments are nowhere near sufficient to ameliorate the additional harm that would arise if this new mine were approved.

Approving this project would make no sense for this government, which has made clear its commitment to the environment. They have committed to economic growth that takes into account Canadians' deep interest in protecting nature and addressing climate change. They have promised to expand protected areas to 25 per cent of land, fresh water and ocean territory by 2025 and championed a goal of 30 per cent protection by 2030.

Protection must mean protection.

There is no sense in creating protected areas for threatened species and safeguarding water and forests for all Canadians if massive toxic projects can be developed adjacent. We owe it to our grandchildren and to the planet to safeguard nature. Our very future is at stake.

Turning down this Teck mine project is the right thing to do and will show that the federal government is serious about tackling climate change and species loss—the twin existential environmental crises of our time.

Graham Saul is executive director of Nature Canada.

The Hill Times



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Public Service Commission President Patrick Borbey says that according to survey results, managers had a very different perspective on the complexity of the staffing system than employees, 'because they felt that by and large, the people that they were hiring did meet the requirements of the position.' *The Hill Times* photograph by Andrew Meade



Public service hiring up, but report finds manager, employee concerns around feds' new staffing process

A recent government survey found that although just under 92 per cent of public service managers believe that appointees can do the job they were hired for, just under 54 per cent of employees agreed.

Continued from page 1

managers and employees around a new staffing policy—as well as perceptions of fairness around hiring.

The Public Service Commission tabled its 2018-19 annual report on Feb. 6, which found that hiring was up 4.6 per cent across the public service with close to 60,000 hires in the fiscal year. Slightly more than 8,000 of those hires were from the federal student work experience program, with slightly less than 5,400 from the post-secondary co-op/internship program.

But the report also found that according to a "staffing and non-partisanship" survey (SNPS), 87.9 per cent of managers find a new staffing policy framework "burdensome," that only 53.8 per cent of employees say people hired in their unit can do their

job, and only 46.4 per cent of employees viewed staffing as fair.

"We weren't surprised that the results were a little bit lower than we would want them to be, said Patrick Borbey, president of the Public Service Commission in an interview with *The Hill Times*. "There was a lot of change in the system and there was still a fair amount of confusion or adjusting to the new reality, both on the part of employees, as well as on the part of managers."

The New Direction in Staffing (NDS) was introduced in 2016, which the government called "the most significant change to the staffing system we have seen in over 10 years."

Designed to promote more variety in the hiring processes, "agile approaches" to staffing and policies, allow for more room for managers to apply their own judgment when staffing, as well as "increase focus on outcomes, including the quality of the person hired, and less on process," the report highlights how the NDS reduces times to staff, makes it easier for candidates to find public service jobs, as well as modernizing recruitment tools like GC Jobs.

"As you can see in the results, managers continue to think that the staffing system is too complicated, too lengthy," said Mr. Borbey. "However, when it comes to merit, managers had a very different perspective on the issue than employees, because they felt that by and large, the people that they were hiring did meet the requirements of the position."

"So it's a bit in the eye of the beholder," said Mr. Borbey. "Obviously, if you're an employee who was hoping for a promotion and didn't get it, then you might question as to whether the process was fair, transparent and led to merit."

"But one of the things that we've we did a little bit more digging on is to make a link between employees' perception and managers being comfortable in terms of applying the flexibilities of the new regime and communicating both their intentions as well as the results to employees," said Mr. Borbey. "And we did see a certain correlation—those departments where managers seem to be more comfortable with the change, and perhaps could speak more completely about their intentions and the justifications behind their results, their departments had higher levels of satisfaction on the part of employees."

Mr. Borbey said he thinks it's a question of a transition within the system, as well as providing the right tools to managers to be able to properly plan and communicate their intentions and decisions around staffing.

"The other thing that we wanted to check is whether there was, in fact, a change in terms of merit being applied in staffing processes," said Mr. Borbey, which prompted a system-wide compliance audit following the survey.

"The results that we got were extremely high," said Mr. Borbey. "[There] was a 95 plus per cent compliance rate, and in those cases where there was not compliance with merit, at the end of the day, we're down to errors of interpretation on the part of managers, particularly when it came to applying preference for Canadian citizens or for veterans."

"And so we felt that that was a pretty good result that indicated that, notwithstanding the perceptions, merit is being preserved across the system."

Mr. Borbey said the government will be conducting their next round of surveys in the spring, and said they've taken steps to modify the survey to better capture more information that will be valuable for future planning.

Stan Lee, vice-president of oversight and investigations with the public service commission, said one of the things they observed in the previous survey, was that there was an association between organizations that had hiring managers who understood NDS and the perception of fairness.

"So an organization that has hiring managers that understand the new direction in staffing really well generally have employees who have a higher perception of merit in the staffing system," said Mr. Lee. "We were interested by this, so we added an additional question to employees, as well as to hiring managers, and one of the questions we want to ask hiring managers, is whether they feel comfortable explaining their staffing decisions to their employees."

"The reason why we're adding this, is because hiring managers who have a poor understanding of NDS may have difficulties explaining their staffing decision to employees, and employees walk away unsatisfied or dissatisfied with the answers that they've been provided," said Mr. Lee. "We're going to

be asking employees as well whether or not they believe that job opportunities are well communicated in their organization, and whether they feel they are being kept well-informed by their hiring managers regarding staffing decisions."

Mr. Borbey also noted that the government uses investigations as a way to provide the commission with a sense of how satisfied or unsatisfied people are with the staffing system.

"Notwithstanding the important changes we made to the system a couple of years ago, we haven't seen a big bump in terms of the number of cases that are referred to us with allegations that either managers or individuals committed fraud or mistakes or other issues related to the staffing system," said Mr. Borbey. "We're monitoring those results as well to make sure that again, we make whatever changes we can if we're seeing any trends from an investigations perspective."

Perception of staffing fairness highest in Northern regions

According to the SNPS, managers who indicated that the administrative process to staff positions in their organizations is burdensome was highest in both Quebec (excluding the National Capital Region) and in British Columbia, at 92 per cent each.

However, 62 per cent of managers in the National Capital Region (NCR) and in Quebec (excluding the NCR) indicated that the NDS has improved staffing in their organization, with managers in British Columbia coming in at the low end at 43 per cent.

In terms of fairness, employees in Nunavut, the Northwest Territories and the Yukon, 58 per cent of employees surveyed indicated that staffing activities are conducted fairly in their work unit, compared to 37 per cent in Ontario (excluding the NCR)—and 46 per cent public service-wide.



Treasury Board President Jean-Yves Duclos, pictured arriving to Rideau Hall on Nov. 20, 2019, for the swearing in of Prime Minister Justin Trudeau's cabinet. Mr. Duclos was tasked with 'working with the Public Service Commission to reduce the time it takes to hire new public servants, with the goal of cutting in half the average time from ten to five months,' in his mandate letter. *The Hill Times* photograph by Andrew Meade

According to the commission's report, as of March 31, 2019, hiring in all regions outside of the National Capital Region combined increased by 6.2 per cent, and the total population (indeterminate, term, casual and student) was up across all regions except Nunavut.

Despite this growth, according to the report, the regional population as a percentage of the workforce has been in decline, from 56 per cent five years ago to 53 per cent in 2018-19.

In 2018-19, 69.1 per cent of all external indeterminate and term hires from advertised processes were of applicants from outside the National Capital Region. This share has been steadily decreasing since 2013-14, when it was 79 per cent.

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Book Excerpt

Interpreters built bridges between First Nations and newcomers

Les interprètes au pays du Castor relates the gripping and thought-provoking stories of the people who were among Canada's first interpreters. This collection of in-depth portraits casts new light on some 15 interpreters and their impact on the culture, politics and trade of Canada, the 'Land of the Beaver.'



Jean Delisle

Books

Canada's history is an epic of manifold encounters between Indigenous peoples living on a vast continent of forests laced with lakes and rivers, and bold adventurers who had crossed the Atlantic to explore a new world. It is at the crossroads of race, peoples, and civilizations that Canada was born.

From the very beginning of this incredible human adventure, Indigenous, Métis, and white interpreters turned their hand to building bridges between First Nations and newcomers.

With the passing of time, interpreters grew in number, becoming key players in the new social order. Fur traders paid them well, granting them special privileges to retain their services.

By facilitating communication, interpreters fostered understanding that sometimes grew into alliances, mutual support, even lasting friendships.

These interpreters were commercial agents, conciliators, advisers, diplomats, treaty negotiators and peacemakers. Some were

also hunters, guides, teachers, civil servants, soldiers, missionaries' helpers and fur traders.

They were of diverse origin: American, British, Canadian, French, Indigenous, and Inuit. Among them were English speakers, French speakers.

Jerry Potts, interpreter for the North-West Mounted Police at the end of the 19th century

Soon after Jerry Potts—a Métis interpreter from Alberta—joined the fledgling Mounted Police in 1874, he began guiding most of the important patrols, training scouts, and acting as the liaison officer with Indigenous people. Thanks to him, the small and understaffed police force managed to keep law and order while gaining the trust of the First Nations.

What would have become of Western Canada were it not for Jerry Potts?

Surely, with his firm grasp, the Mounted Police's mission, and his

in-depth knowledge of Indigenous culture, ways, and traditions, Potts had a profound effect on the pace and direction of development in Western Canada at the time.

Potts spoke many languages including English, Sioux and the many dialects of the Blackfoot nation. He knew the territory like the back of his hand. And, because he was on such good terms with the chiefs of the Blackfoot tribe, he was able to explain the details of Treaty 7 and reluctantly advise them to sign it. Potts was a pragmatist. He saw the treaty as the lesser of two evils.

Potts' influence extended beyond Alberta. For example, he advised the Blackfoot chiefs to remain neutral during the Red River Métis uprising led by Louis Riel.

Just imagine. If the Mounties did not have Potts how the West might be different then and today.

There is no way of telling, given the many economic and sociopolitical factors coming into play in history. Still, Jerry Potts, without a doubt, had a hand in fashioning the history of the West.

Sad though this made him, Potts was resigned to the fact that change

for the Métis people was inevitable. Indigenous peoples were up against overwhelming odds. Their way of life was becoming unsustainable. Potts' people would have to partly abandon their traditions to live like settlers, farming the land and raising cattle. It was profoundly humiliating for such proud warriors

to undertake what had been thought of until then as women's work.

Throughout the 19th century, colonialists devised policies to assimilate the Indigenous peoples or, at very least, keep them out of sight by confining them to reserves. This attack on their traditional ways of life brought great suffering to the peoples of the First Nations who, to this day, grapple with its aftermath. Truly, the past begets the future.

Jean Delisle is a professor emeritus at the University of Ottawa and a fellow of the Royal Society of Canada. His book

will be launched on Thursday, Feb. 27, at a wine and cheese reception hosted by Senator Murray Sinclair which will take place at 1 Wellington Street (room W110) from 6 p.m. to 8 p.m. This excerpt has been reprinted with permission.

Interprètes au pays du castor, by Jean Delisle, PUL, 365 pp., \$39.95. The Hill Times



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Prime Minister Justin Trudeau, pictured on Feb. 5, 2020, outside the House Chamber. The prime minister's credibility is on the line with how he's handling the blockades and reconciliation. *The Hill Times* photograph by Andrew Meade

Trudeau's handling of Wet'suwet'en blockades critical to his political credibility, say former cabinet minister, pollsters

'It clearly is becoming a moment in Canada where everyone's paying attention,' says Innovative Research president Greg Lyle.

Continued from page 1

"A lot of people will be questioning his abilities as a leader to get tough things done, the difficult files dealt with. And this is one of those for sure."

The protests started early this month in support of some of Wet'suwet'en First Nation's hereditary chiefs who oppose the \$6.6-billion Coastal GasLink pipeline project that would go through northern British Columbia. The disruption of rail traffic as a result of these protests has caused the cancellation of Via and CN Railway routes in different regions of the country, causing economic disruption. The rail companies have said 1,500 temporary layoffs have resulted from the blockades. The British Columbia and Ontario provincial courts have granted injunctions allowing police to break up the blockades, resulting in the arrest of several people in

pecially Conservative Party Leader Andrew Scheer (Regina-Qu'Appelle, Sask.), blasted the prime minister for not being forceful enough in his efforts to diffuse the situation. On Feb. 18, Mr. Trudeau met with opposition leaders to discuss strategy and update them about the government's efforts to resolve the situation, but excluded Mr. Scheer (Regina-Qu'Appelle, Sask.) from the meeting because he didn't like Mr. Scheer's speech in the House.

"Mr. Scheer disqualified himself from constructive discussion with his unacceptable speech earlier today," Mr. Trudeau told reporters.

While the Conservatives have been pushing the government to be more forceful to resolve the issue, Mr. Trudeau has said he wants to address this issue by talking to Indigenous leaders. In addition to meeting with opposition leaders, the prime minister has also held a conference call with premiers to listen to their concerns and to update them on the government's efforts. Also, Indigenous Services Minister Marc Miller (Ville-Marie-Le Sud-Ouest-Ile-des-Soeurs, Que.) has met with some First Nations leader, and Crown-Indigenous Relations Minister Carolyn Bennett (Toronto-St. Paul's, Ont.) have made it known that she's available to meet with Indigenous leaders any time they want.

On Friday, Mr. Trudeau held a press conference in Ottawa and expressed his frustration that the government tried for more than two weeks to resolve the situation peacefully with the Wet'suwet'en leadership but have not received a positive response. He warned that now the barricades must come down or the police will have to intervene to ensure that the injunctions are obeyed. Mr. Trudeau however added that the government would still be willing to negotiate with the Indigenous leaders anytime they decide to change their mind.

In response, the hereditary chiefs held their own press conference demanding that before starting a dialogue with the government, they want the RCMP to leave, and all the Coastal GasLink pipeline construction activities to cease on their territory. They said there has been an increased level of harassment and surveillance on their unceded land, adding they want the government to show respect to the community.

Meanwhile, Mr. Nault, a former five-term Liberal MP who represented the riding of Kenora, Ont., for about almost 19 years, on and off, said the Trudeau government has made a mistake by raising the public's expectations too high about progress on reconciliation with Indigenous peoples and not delivering. That has now become a problem for the government, said Mr. Nault.

Canadians assumed that the prime minister would change things around quickly and all the wrongs done to the Indigenous community over the years would be addressed, said Mr. Nault. That hasn't happened, and, as a result, the government has not been successful in meeting the expectations of Canadians and the Indigenous community, Mr. Nault said.

Since becoming party leader in 2013, Mr. Trudeau has made Indigenous reconciliation a top priority and a part of his brand. Indigenous reconciliation is also included in all cabinet ministers' mandate letters as a top priority.

"One of my biggest complaints about the Trudeau government has

always been the fact that they build expectations that they can't meet," said Mr. Nault, who lost his riding in the last election to rookie Conservative MP Eric Melillo by a narrow margin of about four per cent of the vote. "And that's been frustrating for Canadians simply because they expected that, you know, governments can [turn things around quickly] and just do this right away. And obviously, that's not going to happen."

Kenora is one of the largest ridings in the country geographically and Indigenous people make up a significant portion of the population. Mr. Nault said that high expectations were one of the key reasons why he lost the riding. He said he has not seen any government in recent history do more for the community than what the Trudeau government did, but still the Liberals did not meet the expectations they had set.

Mr. Nault also said there's a lot of room for improvement in the way the government communicates with Indigenous people. He said that during his time as minister, then-prime minister Jean Chrétien, a former Indian Affairs minister himself, advised him to provide details about what the government wanted to achieve, and how, whenever he dealt with people in the Indigenous community.

On Feb. 13, Mr. Trudeau said, "We're concerned with the rule of law and we need to make sure that those laws are followed" in reference to the rail blockades. Mr. Nault said it would have been better if the prime minister had explained what that meant.

"Saying that and explaining it in detail is probably much more important than just making that statement," said Mr. Nault. He said that he did not know what the statement means, and that it would have been very helpful if the prime minister or his ministers had provided more details.

"I couldn't tell you [what this means] unless you ask them. But [probably] what it means is that... the courts... [and] the police forces have an obligation to fulfill what the rule of law entails. And that means in every sense, so you can't just sort of say, 'Well, you know, we know that they're not following the rule of law, and we're just going to try and find a different way to do this.' I don't think that's very helpful."

Mr. Nault said that both the government and the Indigenous community should settle their outstanding issues by engaging in dialogue as Canadians across the country are suffering because of the economic consequences of the blockade.

Going forward, Mr. Nault suggested that once this conflict is resolved, the government should set up a non-partisan committee consisting of experts to deal with Indigenous issues.

Mr. Nault declined to say if he would run in the next election, saying "you never say never."

Pollster Greg Lyle of Innovative Research, meanwhile, said that the blockades are one of the issues at the top of Canadians' minds and that they have the potential to gain more prominence if they are not resolved quickly.

He said that Mr. Trudeau's early response was slow and the Liberals have lost some ground, but the damage so far appears unlikely to be permanent. Mr. Lyle said that public opinion is even more important than usual in a minority Parliament, as political allies may

find it impossible to vote with the government in the face of its growing unpopularity on a given issue.

"It clearly is becoming a moment in Canada where everyone's paying attention," said Mr. Lyle.

"If they [the Liberals] handle it wrong, if they create a situation in which the NDP and Bloc know that they can no longer support the Trudeau government and maintain their credibility with their own voters, then if the Tories move a motion non-confidence, in a minority, the government is precarious, and any big issue could topple the government," Mr. Lyle said.

Mr. Lyle said this issue could be politically damaging in swing ridings across the country, especially in the GTA, which plays a key role in the outcome of every election. The Liberals have to be careful about the reaction by the "victims of the blockade," such as people running out of propane, workers who have been laid off, or people who had travel plans but were not able to proceed, he said.

"This set of circumstances have the big risk to Trudeau. ... Those people in the line of fire will look at him and say, 'He's not up to the job.'"

According to an Ipsos poll released last week, 61 per cent of Canadians said that they disagreed with the demonstrators disrupting the transportation system across the country, and 39 per cent said they agree with the protests, considering them justified and legitimate. The poll indicated that Canadians between the age of 18-34, women, Quebecers, and Ontarians are more inclined to see these blockades as justified. Canadians aged 55 and over, men, and residents of Alberta, the Prairies, and British Columbia are more likely to disagree with the protests. The poll showed that 60 per cent of Canadians are following these protests closely. Also, 38 per cent of Canadians see these protests as a sign of healthy democracy and freedom of expression, and 34 per cent see this as a sign of unhealthy democracy and a declining rule of law.

The online poll of 1,300 Canadians was conducted between Feb. 13-Feb. 17 and had a margin of error of plus or minus 3.2 percentage points, 19 times out of 20.

In an interview with *The Hill Times*, Ipsos president Darrell Bricker agreed with Mr. Nault's opinion that the Trudeau government had set Canadians' expectations too high, and the government will be judged based on that. He said if the government fails to resolve this issue to the satisfaction of most of Canadians, it could take a major political hit on its credibility. At the same time, he said, if the prime minister emerges successful, it will boost his credibility.

Mr. Bricker said the Liberals have to ensure that the crisis remains framed as an Indigenous affairs issue, and does not spin out of control to become a law and order issue. If that happened, the Conservatives would have a clear advantage, he said.

"This is a very slippery ice," said Mr. Bricker.

"If you're not able to manage an issue that you put a high amount of priority on, and in particular, if this moves from being an issue about Indigenous rights to being one about law and order where Conservatives are stronger, it's a problem for the government."

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ENERGY

Publication date: March 11, 2020 • Advertising deadline: March 6, 2020

Currently, Canada's renewable energy sources account for nearly 19 per cent of the country's primary energy supply. In his mandate letter from the prime minister, Natural Resources Minister Seamus O'Regan was directed to work implementing recommendations from the Generation Energy Council Report that include using more renewable fuels. So how is the development of renewable energy going?

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THE HILL TIMES



PARTY CENTRAL

by Aidan Chamandy

Ebay Canada celebrates 2019 entrepreneurs of the year

It was the 15th anniversary of the event, and the seventh year eBay partnered with Proof.

Ebay Canada and Greg MacEachern's Proof Strategies celebrated Canadian e-commerce entrepreneurship at their 2019 Entrepreneurs of the Year party on Feb. 19 at Ottawa's favourite watering hole, the Métropolitain Brasserie.

The warm, homey scent of fresh baked bread besieged Party Central's nostrils as he, *Hill Times* assistant deputy editor Abbas Rana, and *Hill Times* photographer Andrew Meade came in from the cold.

It was the 15th anniversary of the awards, and the 2019 winners were announced in October. Three awards are handed out each year: the entrepreneur of the year, the micro-multinational of the year, and the integrated entrepreneur of the year. The latter was renamed this year, and was previously known at the omnichannel entrepreneur. Party Central no idea what those buzzwords mean.

Ebay Canada president Andrea Stairs (who will soon assume the chief marketing officer role at eBay North America while staying on as president of eBay Canada) and Small Business, Trade, and Export Promotion Minister Mary Ng gave brief opening remarks about the importance of entrepreneurship, and Ms. Ng quickly plugged the new NAFTA's benefits to the Canadian economy.

Conservative MP James Cumming (Edmonton Centre, Alta.), official opposition critic for small business and export promotion, presented the micro-multinational of the year award to Jessica Oman and Johann Furrer of Vancouver, B.C. Their company, Storage Warriors, is exactly what you think: they buy and sell the contents of defaulted storage lockers, just like the subjects of reality TV show *Storage Wars*. After chatting with Johann about recent trades made by his hometown Vancouver Canucks, Party Central's faith in his business acumen was slightly shook.

NDP MP Lindsay Mathysen (London-Fanshawe, Ont.) then took the stage to present Nan Xu of Investments Hardware Ltd. with the entrepreneur of the year award. Mr. Xu, who will soon become a father, was joined by his business partner Domenic De Giorgio. IHL specializes in power tools and building

materials. In 2017, the company used their partnership with UPS Canada to offer free-expedited shipping to help Puerto Rico rebuild after Hurricane Irma devastated the island.

When Ms. Stairs introduced Ms. Mathysen, the former had to offer a small correction. Ms. Stairs said Ms. Mathysen was the NDP critic for women and gender equality, which is true, but had scant relation to the event's entrepreneurial theme. Ms. Mathysen then had to correct the record, stating she is also deputy critic for small business, export promotion, and trade. She's also the NDP's deputy whip. With more roles to go around than a 24-member caucus can handle, Party Central understands how Ms. Stairs missed one of Ms. Mathysen's many titles.

Finally, it was Bloc MP Sébastien Lemire's turn to present Simon Duguay with his award. Party Central's French skills are lacklustre, so there are no bad jokes about Mr. Lemire's speech. Party Central can, however, joke about Mr. Lemire's neckwear and how he's taking a run at Senator Dennis Dawson for best (or worst?) bowtie on the Hill.

Heritage Minister Steven Guilbeault made an appearance later in the night, as did Liberal MPs Francesco Sorbara (Vaughan-Woodbridge, Ont.) and Bob Bratina (Hamilton East-Stoney Creek, Ont.) after the speeches had concluded and attendees were enjoying the open bar. Ethics be damned, an open bar gets you favourable coverage. Seafood, however, does not.

A few esteemed members of the Parliamentary Press Gallery also attended. The *Toronto Star's* Susan Delacourt, red boots and all, huddled with CBC's Chris Hall for a good portion of the night. Ms. Delacourt appeared to still be on the clock, with two phones and a tablet going, while still managing to enjoy her red wine. Party Central was double fisting pints. There's probably a reason one of us is a well-respected journalist and the other is me.

Party Central rounded out the night chatting with Pascal Chan of the Canadian Real Estate Association, and his old history professor, Stuart MacKay, who now does contract work for Proof. Mr. MacKay recently defended his dissertation on Republican Party political organization in the border states during the lead up to the American Civil War, the war itself, and the Reconstruction Era that followed.

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The Hill Times

Hillites flock to eBay Entrepreneur of Year Award shindig

The Hill Times photographs by Andrew Meade



Rob Frelich, director of the enterprise identity service division with Employment and Social Development Canada; Cheryl Fougere, senior manager of government affairs at Rogers; and Greg MacEachern of Proof Strategies, who organized the event.



Bloc Québécois MP Sébastien Lemire and Adrien Lavoie, a past winner of the eBay Entrepreneur of the Year Award.



Award winners and presenters at the eBay Canada Entrepreneur of the Year, hosted by Proof Strategies, awards at the Métropolitain Brasserie in Ottawa on Feb. 19, 2020. Domenic De Giorgio of IHL, NDP MP Lindsay Mathysen, Bloc MP Sébastien Lemire, Andrea Stairs of eBay Canada, Nan Xu of IHL Canada, Small Business, Trade, and Export Promotion Minister Mary Ng, Johann and Jessica Oman of Storage Warriors, 2016 award winner Adrien Lavoie, and Conservative MP James Cumming.



Minister of Small Business, Export Promotion, and International Trade Mary Ng delivered the keynote address to kick off the evening.



Tory MP James Cumming, his party's critic for small business and export promotion.



Proof Strategies' Amy Bonwick and NDP MP Lindsay Mathysen, her party's deputy critic for small business, export promotion, and international trade.



Andrea Stairs, president of eBay Canada, and Minister of Canadian Heritage Steven Guilbeault.



Ms. Ng and Ms. Stairs laughing at one of Party Central's jokes. That's not true, but let's pretend as such.



Mr. Cumming presented an award to Johann Furrer and Jessica Oman of Storage Warriors



Ms. Mathysen presented an award to Nan Xu and Domenic De Giorgio of IHL Canada.



Mr. Lavoie, Quebec Senator Dennis Dawson, and Mr. Lemire, who will now duke it out for best bowtie on the Hill.



Mr. Durrer, Mr. Cumming, and Dan Mancuso, senior vice-president of financing and investments at Export Development Canada.



Stephen Yardy, Kevin Labatete, and Daniel Duff, a staffer to Ms. Mathysen.



The Hill Times's assistant deputy editor Abbas Rana, The Hill Times reporter and Party Central columnist Aidan Chamandy, and Pascal Chan of the Canadian Real Estate Association.



HILL CLIMBERS

by Laura Ryckewaert

A rundown of Transport Minister Garneau's 12-member team, so far



Transport Minister Marc Garneau, pictured Feb. 4, 2020, speaking with reporters after a Liberal caucus meeting in the West Block on Parliament Hill. *The Hill Times* photograph by Andrew Meade

With recent rail blockades as a result of the Wet'suwet'en solidarity protests, Transport Minister **Marc Garneau** and his 12-member political staff team so far have been busy of late.

So, who all is on the minister's team? Glad you (hypothetically) asked.



Amy Butcher. Photograph courtesy of LinkedIn

First, the communications branch: **Amy Butcher** is director of communications and parliamentary affairs to Mr. Garneau.

Ms. Butcher was previously running International Development Minister **Karina Gould's**

communications shop. She started out working for Ms. Gould during her time as minister of democratic institutions in October 2018 and, up until January, had stayed on briefly to support the minister during her transition into the international development portfolio.

Ms. Butcher has experience handling sensitive communications files from her time at the Public Health Agency of Canada, where she worked from 2006 to 2016. Among the various roles she held with the agency over the years was manager of communications during the H1N1 pandemic in 2009, which saw her tasked with co-ordinating communications to support the federal government's response, as noted on her LinkedIn profile. She's also a former press secretary to then-prime minister **Paul Martin**, among other past jobs.

Livia Belcea is now press secretary to Mr. Garneau, having



Livia Belcea.

been hired on at the beginning of February.

She arrives straight from Ottawa Mayor **Jim Watson's** office, where she's been busy as press secretary to the mayor for the last four years. At the same time, Ms. Belcea has been contributing to Ottawa's Apt613, including as an art and theatre writer. She ran communications for Mr. Watson's successful 2018 re-election campaign. Before joining the mayor's office in February 2016, she was a communications assistant with the Ottawa Public Library.

Elisabeth D'Amours has been hired on as a special assistant for communications and operations.

She left Liberal Party headquarters, where she'd been executive assistant to the party's national director, **Azam Ishmael**, for a few months shy of three years, to join Mr. Garneau's team in January. She spent the 2019 election as part of the Liberal campaign's operations team.

Heading Mr. Garneau's policy team is **Shane McCloskey**, who's been bumped up from senior policy adviser to director of policy this Parliament.

Mr. McCloskey first joined the minister's office as a policy adviser in April 2016, before which he'd been an undergraduate instructor at Concordia University, teaching courses on climate change, natural disasters, and paleoclimatology, according to his LinkedIn profile.

Anson Duran remains in Mr. Garneau's office, now as a senior policy adviser. He first joined the minister's team as a policy adviser in January 2018 and before then was an assistant to Liberal MP **Steven MacKinnon**. During the election, he was a field organizer for the Liberal campaign.

Mr. Duran is also a former lawyer with Robinson Sheppard Shapiro in Montreal, having studied civil law at the University of Ottawa.

Miled Hill continues as a policy adviser to the minister. He first joined the team in August 2018, after spending the summer working in Mr. Garneau's office as a practicum student through Carleton University's master's of political management program. While studying his degree, Mr. Hill also worked as an assistant to Quebec Liberal MP **Peter Schiefke**. He spent the 2019 election as a regional field organizer for the Liberals.

Philip Kuligowski Chan is a new addition to the office as policy adviser. He was previously in British Columbia working as a constituency assistant to Liberal MP **Terry Beech**, and was an aide to the MP during his successful 2019 re-election campaign in Burnaby North-Seymour, B.C.

It seems worth noting that Mr. Kuligowski Chan is the fourth member of Mr. Beech's 2019 campaign team to appear in **Hill Climbers** this month (read on for a fifth), the others being now-PMO special assistant **Chantal Tshimanga**; **Ryan Budd**, now a policy adviser to the treasury board president; and **Ayesha Khaira**, now a Western regional adviser to the employment minister. Mr. Beech, who's riding includes the Vancouver terminus of the Trans Mountain pipeline, was ultimately re-elected with 35.5 per cent, defeating a challenge from former NDP MP **Svend Robinson** by a margin of 1,585 votes.

Jean Proulx is another hold-over from Mr. Garneau's team last Parliament, now working under the title of senior special assistant. Mr. Proulx has been part of Mr. Garneau's office as transport minister since December 2015, starting as a special assistant for parliamentary affairs. He was promoted to policy adviser in 2018.

Before the 42nd Parliament, Mr. Proulx was an assistant to Mr. Garneau in his capacity as a Liberal MP; Mr. Garneau's riding name changed with the 2013 electoral redistribution, and is now called Notre-Dame-de-Grâce-Westmount, Que.

William Harvey-Blouin has returned to Mr. Garneau's office as a special assistant. He previously held that title in the office from the fall of 2016 until May 2019, when he left to join Liberal Party headquarters as a mobilization and candidate support strategist ahead of last year's federal election.

Malcolm McEachern remains in place as a special assistant in the office. He first joined Mr. Garneau's team one year ago and before then had spent almost a year and a half as a general assistant in Prime Minister **Justin Trudeau's** office.

Benoit Michon has been hired on as executive assistant to Mr. Garneau and his (previously reported) chief of staff, **Marc Roy**. Mr. Michon spent the 2019 election as executive assistant to the Liberal Party's Quebec campaign director, **Marie-Laurence Lapointe**, after being hired on as a riding readiness co-ordinator for the party in the lead-up to the campaign in August 2018 after spending the summer there as an intern, placed through the party's summer leadership program.

Fisheries Minister Jordan brings old policy director to new team



Fisheries Minister Bernadette Jordan, pictured in the West Block on Dec. 11, 2019. *The Hill Times* photograph by Andrew Meade

Fisheries, Oceans, and Canadian Coast Guard Minister **Bernadette Jordan** also currently has a 12-member ministerial staff team in place, including **Alison "Allie" Chalke** as director of policy.

Ms. Chalke previously led policy work in Ms. Jordan's office as rural economic development minister during the last Parliament. She joined that team in February 2019, and before then was working for Finance Minister **Bill Morneau**, starting in January 2016 as a special assistant for Atlantic regional affairs and ending as a senior policy adviser.

Working under Ms. Chalke are policy advisers **Marianne Brisson**, **Jason Rondeau**, and **Jennifer Phillips**.

Ms. Brisson also covers Quebec regional affairs for Ms. Jordan. She's a former junior policy analyst with the Meteorological Service of Canada and spent a few months in 2018 tackling policy as a special assistant in then-international trade minister **François-Philippe Champagne's** office while in the midst of a master's degree in international business from HEC Montréal.

Mr. Rondeau also covers Atlantic regional affairs for the minister. He was previously an issues manager in Ms. Jordan's office as rural economic development minister, and before that was a policy and Atlantic regional affairs adviser to Mr. Champagne as then-infrastructure minister. Before joining the ministerial staff ranks on the Hill, he was an assistant to Ms. Jordan in her capacity as the Liberal MP for South Shore-St. Margarets, N.S.

For her part, Ms. Phillips is also

a Pacific regional affairs adviser in the office. A former senior manager of development and marketing for Samara Canada, she was last working as a senior issues manager for the Prairies and British Columbia to then-public safety minister **Ralph Goodale**.

Stephanie Choerng remains director of parliamentary affairs in the fisheries office.

Ms. Choerng has been in this role since late August 2018, starting under then-newly minted fisheries minister **Jonathan Wilkinson**. Before then, she'd spent roughly the last two and a half years tackling parliamentary affairs for then-government House leader **Bardish Chagger**. She's also a former assistant to Liberal MP **Kevin Lamoureux**.

Neil MacIsaac is back on the Hill, having been hired on as director of operations to Ms. Jordan.

He was last on the Hill when the Liberals were in opposition, having spent about a year and a half ending in the spring of 2013 as a special assistant for Atlantic Canada in then-interim Liberal leader **Bob Rae's** office. Since then, he's been busy working for the Nova Scotia Liberals as director of regional caucus operations. Mr. MacIsaac is also a former constituency assistant to former Nova Scotia Liberal MP **Mike Savage**, among other things.

Jennifer Kuss is director of communications. She's spent the last year and a half as a stakeholder engagement and issues management adviser in the trade minister's office, starting under Mr. Champagne and ending under then-minister **Jim Carr**, during which time she briefly served as acting press secretary. A former communications co-ordinator for the Liberal Party leading up to the 2015 federal election, Ms. Kuss has since also been a communications strategist in the Liberal research bureau and an issues manager to Crown-Indigenous Relations Minister **Carolyn Bennett**.

Jane Deeks is press secretary to Ms. Jordan. Ms. Deeks has spent the last year and a half tackling communications for Ms. Bennett as minister, ending as press secretary, and before then was an assistant in her office as the Liberal MP for Toronto-St. Paul's, Ont.

Aidan Strickland has followed Ms. Jordan to her new office as a special assistant for communications. She was previously a special assistant for operations and executive assistant to Ms. Jordan's chief of staff as rural economic development minister, **Cory Pike**.

As previously reported, Mr. Pike has followed Ms. Jordan to her new office, continuing as chief of staff.

Terri O'Neill has also followed Ms. Jordan to her new office as executive assistant to the minister, having spent the last year in her office as rural economic development minister. Ms. O'Neill is also a former assistant to then-Nova Scotia Liberal MP **Scott Brison**.

Finally, rounding out Ms. Jordan's team so far is **Alexann Kropman** as assistant to the minister's parliamentary secretary, Mr. Beech. A former assistant to Liberal MP **Dan Ruimy**, Ms. Kropman first joined the fisheries office in September 2018 as executive assistant to then-minister Mr. Wilkinson. She spent the 2019 election as a volunteer co-ordinator for Mr. Beech's successful re-election campaign.

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Parliamentary Calendar



Chagger to host Government of Canada's reception in celebration of Black History Month on Feb. 24 at the NAC

MONDAY, FEB. 24

House Sitting—The House of Commons will sit Monday, Feb. 24 to Friday, Feb. 28. It will take a one-week break and resume on March 9 to March 13. It adjourns again for one week and will sit from March 23 to April 3. It will then take a two-week break and will resume sitting again on April 20 and will sit for four straight weeks until May 15. It will take a one-week break and will resume again on May 25 and will sit straight through for the next four consecutive weeks, until it's scheduled to adjourn on June 23. The House adjourns again for three months and will return in the fall on Monday, Sept. 21, for three straight weeks. It will adjourn for one week and will sit again from Oct. 19 until Nov. 6. It will break again for one week and will sit again from Nov. 16-Dec. 11. And that will be it for 2020.

Book Launch: The Citizen's Guide to Climate Success—Join environmental economist, professor, and author, Dr. Mark Jaccard, for a genuine conversation on Canada's fight against climate change, the steps government and citizens should be taking now, and the myths and misconceptions that are hindering our progress. The reception will take place Monday, Feb. 24, from 5-8 p.m. at the Rabbit Hole, 208 Sparks St., Ottawa. Copies of the book will be available. Presented by Renewable Industries Canada. RSVP: d.pfeffer@ricanada.org.

Black History Month Reception—Diversity and Inclusion and Youth Minister Bardish Chagger hosts the Government of Canada's reception in celebration of Black History Month on Monday, Feb. 24. This year's theme is "Canadians of African Descent: Going Forward, Guided by the Past." By invitation, the event starts at 6 p.m. at the National Arts Centre, 1 Elgin St., Ottawa.

Pearson Centre's Year One Conference—The Pearson Centre hosts a two-day "Year One Conference: Navigating the New Parliament," focusing on the first year and beyond of the newly elected government and Parliament. What do you want to see the government and opposition parties accomplish? The two-day event will happen Feb. 24-25 in Ottawa. Business, labour, academia, NGOs, and others are invited to put forward their top priorities for the year ahead and engage with lawmakers. Party leadership, ministers, MPs from all parties, and Senators are being invited to address what they plan to do in the year ahead. On Feb. 24, there will be an opening event, panel discussion, and a reception. On Feb. 25, the draft agenda includes a forum on the new political dynamics (media and observers); a forum on the big issues with senior business, labour and civil society representatives; a political forum with MPs from all parties to discuss their party priorities followed by a working lunch for all participants and table discussions; a policy panel on the economy and the future of work; a policy panel on health care and housing; and a policy panel on energy, the environment, and reconciliation. Further details to be announced.

TUESDAY, FEB. 25

Marine Day on the Hill—The Chamber of Marine Commerce is hosting a Marine Day on the Hill reception for all MPs and Senators. The event will highlight climate change resiliency and infrastructure investments, which are vital to support Great Lakes-St. Lawrence shipping as a national trade and transportation corridor. It takes place from 5-7:30 p.m. in Room 425, Wellington Building, 180 Wellington St., Ottawa. RSVP by Feb. 18 to Sarah Douglas at 613-899-6417



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or sdouglas@cmc-ccm.com.

Farm to Plate Reception with Canadian Produce Marketing Association and Canadian Horticultural Council—Join industry leaders from across the fruit and vegetable supply chain as the Canadian Produce Marketing Association and Canadian Horticultural Council host their Farm to Plate reception. The event takes place on Feb. 25, 2020, in the Drawing Room at the Château Laurier (1 Rideau Street), from 6 p.m. to 9 p.m., and is open to all Parliamentarians and their staff. To confirm your attendance, please email rsvp@hortcouncil.ca.

WEDNESDAY, FEB. 26

Liberal Caucus—The full national Liberal caucus meets in Room 225-A West Block from 10 a.m. to noon every sitting Wednesday after early morning regional caucus meetings. Liberal MP Francis Scarpaleggia is chair of the national caucus.

Conservative Caucus—The full national Conservative caucus, including Conservative Senators, meets in Room 025-B West Block at 10 a.m.-12 noon every sitting Wednesday and after the early morning regional caucus meetings. Conservative MP Tom Kmiec is chair of the national caucus.

NDP Caucus Meeting—The NDP caucus meets from 9-11 a.m. in Room 425 Wellington Building when the House is sitting. NDP Brian Masse is chair of the NDP caucus.

Green Caucus Meeting—Parliamentary leader Elizabeth May chairs the three-member caucus which meets from 10 a.m. to noon in Room 300 Wellington Building every Wednesday when the House is sitting.

National Health and Fitness Ski Day—Please join Senator Marty Deacon and Nordinq Canada for National Health and Fitness Ski Day on Wednesday, Feb. 26 from noon to 1 p.m. on the Supreme Court of Canada lawn, 301 Wellington St., Ottawa. Bring your own cross-country ski equipment and boots, or use the equipment provided. Hot chocolate will also be provided. RSVP: sueholloway@rogers.com.

Diplomats Meet Canada's Parliamentary Leaders—Carleton University's Initiative for Parliamentary and Diplomatic Engagement and Karen Rispol, Ambassador of France to Canada, will host a networking reception "Diplomats Meet Canada's Parliamentary Leaders." This event will take place at the French Embassy Residence, 42 Sussex Dr., Ottawa, on Wednesday, Feb. 26, from 5-7 p.m.

Pat Sorbara Book Signing—Hill and Knowlton hosts a book signing, Q&A and reception with Pat Sorbara and her new book *Let 'Em Howl: Lessons from a Life in Backroom Politics*. This event will take place at Métropolitain Brasserie Restaurant, 700 Sussex Dr., Ottawa. Wednesday, Feb. 26, 5:30-7:30 p.m.

Sage Advice Speaker Series—Independent Senator

Murray Sinclair will deliver remarks as part of the University of Ottawa's The Sage Advice Speaker Series. This event will take place in The Chapel, AllSaints event space, 330 Laurier Ave E., Ottawa, from 6:30-8 p.m.

THURSDAY, FEB. 27

Interprètes au pays du castor book launch—The Association internationale des interprètes-Région Canada (AIIC-Canada), in collaboration with the Presses de l'Université Laval, invites you to join them for the much-anticipated release of *Interprètes au pays du castor*, by Jean Delisle. Thursday, Feb. 27, 6 p.m. Free admission, wine and cheese, 1 Wellington St. (Room W110), next to the Château Laurier Hotel, Ottawa. Hosted by Senator Murray Sinclair, former chair of the Truth and Reconciliation Commission. Come meet the author and have your copy signed. Special book launch price: \$35 including tax. RSVP to Brenda.LeBouthillier@sen.parl.gc.ca

RBC Taylor Prize—The five finalists for this year's RBC Taylor Prize Best Books in Literary Non-Fiction are: *Bush Runner: The Adventures of Pierre-Esprit Radisson*, by Mark Bourrie (Biblioasis); *Had It Coming: What's Fair in the Age of #MeToo?* by Robyn Doolittle (Allen Lane); *Highway of Tears: A True Story of Racism, Indifference and the Pursuit of Justice for Missing and Murdered Indigenous Women and Girls*, by Jessica McDiarmid (Doubleday Canada); *The Reality Bubble: Blind Spots, Hidden Truths and the Dangerous Illusions that Shape Our World*, by Ziya Tong (Allen Lane); and *The Mosquito: A Human History of Our Deadliest Predator*, by Timothy C. Winegard (Allen Lane). Public events already confirmed for the finalists include a free 90-minute roundtable discussion with the shortlisted authors in the Lakeside Terrace at Harbourfront, hosted by Toronto Star books editor, Deborah Dundas, on Thursday, Feb. 27, 2020, at 7 p.m., presented by the Toronto International Festival of Authors. There is also the Ben McNally authors' brunch on Sunday, March 1, at the Omni King Edward Hotel in downtown Toronto (for tickets, please contact Ben McNally Books at 416-361-0032 or visit benmcnallybooks.com).

An Insider's View of Brexit—The Empire Club of Canada hosts a luncheon presentation on "An Insider's View of Brexit: The Impact on Canada and the Globe," featuring British Conservative MP Andrew Percy. Ontario MPP Donna Skelly will moderate the discussion. This event will take place at Omni King Edward Hotel, 37 King St. E., Toronto, from noon to 1:45 p.m. Tickets available online.

Public Sentiment Toward Immigrants And Refugees—The Canadian International Council hosts a panel discussion on "Public Sentiment Toward Immigrants And Refugees: Current Perspectives In Canada And Ger-

many." Speakers include Dr. Keith Neuman, Environics Institute for Survey Research; Dr. Daniel Stockemer, University of Ottawa; Dr. Jennifer Elrick, McGill University; and Jessie Thomson, CARE Canada. This event will take place on Thursday, Feb. 27 in Room 4004, FSS Building, 120 University Pvt., Ottawa, beginning at 5:30 p.m. Register via Eventbrite.

The Science of Tomorrow—Come celebrate the science of tomorrow with Canadian Nuclear Laboratories (CNL). CNL invites Parliamentarians and staff to join them at their annual cocktail reception to learn about our ongoing research in the fields of energy, environment, health, safety, and security. Reception is hosted by the Canadian National Energy Alliance (CNEA) and its members. Thursday, Feb. 27, at Métropolitain, 700 Sussex Dr., Ottawa, from 6-9 p.m. RSVP to Lauren.Kinghorn@cnl.ca.

FRIDAY, FEB. 28

WAMS Gala Luncheon—Women Against Multiple Sclerosis (WAMS) is a collective of professional women dedicated to building awareness and raising critical research funds for better treatments and a cure for MS. The luncheon will feature a VIP champagne reception, gourmet meal, silent auction and an inspirational talk by a nationally recognized keynote speaker. Friday, Feb. 28, VIP reception from 11 a.m., seated lunch from 12-2 p.m. Ottawa Conference and Event Centre, 200 Coventry Rd. Tickets for individuals and tables of 10 are available at wamsottawa.ca or by phone at 613-728-1583 ext. 3326.

Parliamentary Press Gallery Annual General Meeting—National Press Theatre, 150 Wellington St., 12:30 p.m., Feb. 28. Members of the press gallery will deal with the president's report; the treasurer's report; results of the elected officers; nominations of directors and voting; life and honorary memberships; new business; and results of directors elected.

Members of the Parliamentary Press Gallery will meet for their annual general meeting at the National Press Theatre on Feb. 28. The Hill Times photograph by Andrew Meade

Mona Nemer Speaks in Montreal—The Montreal Council on Foreign Relations hosts a luncheon presentation with Dr. Mona Nemer, Chief Science Advisor to Canada. This event will take place at the Sofitel Montréal, 1155 Sherbrooke St. W., Montreal. Friday, Feb. 28, from 11:45 a.m. to 1:45 p.m. Advance registration required.

Immigration Minister Mendicino Speaks in Toronto—Immigration, Refugees, and Citizenship Minister Marco Mendicino will deliver remarks on "Immigration: A Driver of Economic Growth in Canada" at a luncheon presentation hosted by the Canadian Club of Toronto. This event will take place at the Fairmont Royal York Hotel, 100 Front St. W., Toronto. Friday, Feb. 28, from 11:45 a.m. to 1:30 p.m.

SATURDAY, FEB. 29

Global Community Alliance 11th Annual Gala and Awards Ceremony—Enjoy an evening of networking, recognition, and entertainment in celebration of Black History Month. Saturday, Feb. 29, 6 p.m.-1 a.m. Sheraton Ottawa Hotel (Rideau Ballroom), 150 Albert St., Ottawa. This event is sold out, with proceeds to be donated to Children at Risk, Ottawa. For more information: please email: Yomipratt@gmail.com.

TUESDAY, MARCH 3

Rachel Notley Presents 2020 Bell Lecture—Rachel Notley presents the 2020 Bell Lecture on Tuesday, March 3, hosted by Carleton University's Faculty of Public Affairs. 7 p.m. at Carleton Dominion Chalmers Centre, 355 Cooper St., Ottawa. More info and registration at: <https://carleton.ca/fpa/cu-events/2020-bell-lecture-rachel-notley/>

Super Tuesday Watch Party—Join Fasken LLP's Super Tuesday Election Watch Party on March 3 at 8 p.m. RSVP by Feb. 20 by contacting: Kai Olson at kolson@fasken.com.

The Parliamentary Calendar is a free events listing. Send in your political, cultural, diplomatic, or governmental event in a paragraph with all the relevant details under the subject line 'Parliamentary Calendar' to news@hilltimes.com by Wednesday at noon before the Monday paper or by Friday at noon for the Wednesday paper. We can't guarantee inclusion of every event, but we will definitely do our best. Events can be updated daily online, too.

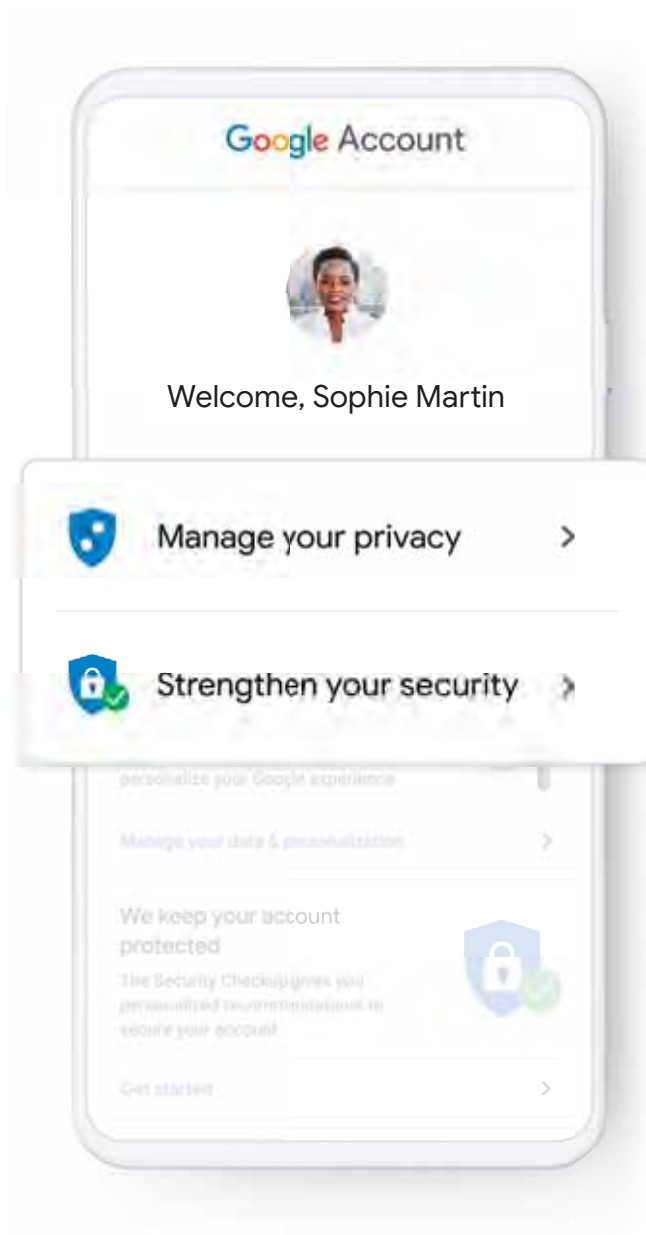
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