

Lobbyist Have Cabinet Pull: Secret Memos

Confidential memos cite widespread influence of “political lobbying” in a federal department.

In secret reports cited in court documents, senior staff and a Conservative MP warned of lobbyists’ influence “where political pressure can achieve desired outcomes” at the cabinet level.

Fisheries Minister Keith Ashfield, the cabinet member cited, would not take *Blacklock's* questions.

The memos were detailed in a Federal Court lawsuit against Ashfield. The case followed his decision last year to grant British Columbia charter companies and sport fishermen a 15 percent share of halibut quotas at the expense of commercial fishermen.

The commercial industry sued, noting the decision broke longstanding policy and a 2003 federal promise to maintain the sport quota at 12 percent.

Federal Justice Donald Rennie acknowledged the new quota cost commercial fishermen who made “significant investment decisions, including the acquisition of quota,

fishing equipment and vessels, with the expected cost in the hundreds of thousands of dollars.”

In secret memos detailed in Court documents, Ashfield’s own department warned days before his Feb. 17, 2012 announcement that the decision smacked of lobbyists’ influence.

“Many stakeholders and observers will...view this as another example where political pressure can achieve desired outcomes, which could increase lobbying pressure on the department,” staff wrote in a Feb. 14 memo to Ashfield.

Conservative MP Randy Kamp, Ashfield’s parliamentary secretary, in a Jan. 10 memo also bluntly told the Minister that honouring the original halibut quota would “send a message that political lobbying is ineffective.”

Kamp declined to speak to *Blacklock's*.

None of the memos named lobbyists with cabinet-level influence.

Commercial fishermen sued for judicial review of Ashfield’s decision in Federal Court. Justice Rennie denied

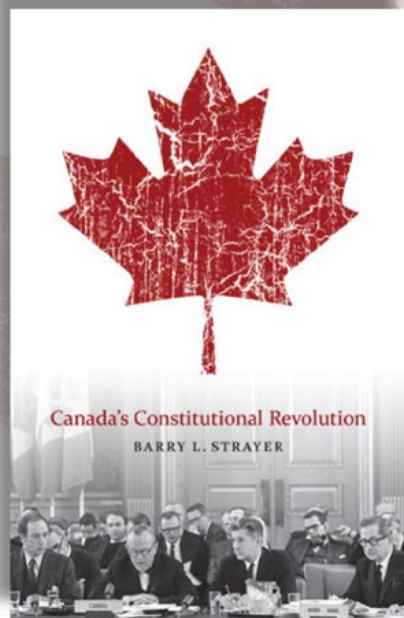
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their claim but observed: “Policy decisions are not necessarily transparent.”

“There is no question the minister departed from a long-standing commitment,” wrote Rennie; “The minister’s decision is contrary to both the considered advice of his department, and the advice received from his parliamentary secretary. The minister and his department repeatedly affirmed there would be no change to the allocation without a market-based pro-

cess.”

The judge continued, “That said, it is for the minister to decide how to balance the interests of the commercial and recreational fisheries.”

Both commercial and sports fishermen have faced a dwindling catch, from 13.8 to 7.5 million pounds since 2004.

Records show sport fishermen exceeded their quota seven years in a row, often by as much as 50 percent.



TOM KORSKI

Mountie Sues RCMP For “Unfair” Treatment

A senior RCMP officer is suing the force for unfair treatment over a secret investigation of his private life.

Superintendent Paul Young, an acclaimed veteran deemed “fit for duty,” was suspended following a closed-door probe of allegations he had a brief affair while estranged from his wife.

The RCMP did not take *Blacklock's* questions.

Young, a 30-year veteran of the force, was assigned in February 2011 to Canada's United Nations mission in New York.

However, in August 2012 RCMP managers heard of “allegations of misconduct” – specifically that Young had an affair four years before, according to court documents.

In a statement, Young explained he was suspended for six months, then ordered to return from New York and relieved of duties as director of the RCMP's International Peace Operations Branch.

Young had served in Bosnia and Afghanistan; was chosen by the Mounties to testify before a 2009 Commons committee on the Afghan war; and spoke on behalf of the federal force at a 2012 conference of the International Association of Women Police in St. John's.

“The investigation report itself has never been provided to Superintendent Young or his counsel,” according to his statement of claim in Federal Court.

The RCMP has not yet filed a statement of defence.

An official at the UN Mission confirmed to *Blacklock's*, “We have not seen Superintendent Young for a month. Somebody else is covering that position.”

In court documents, Young calls his reprimand “invalid and unlawful,” and urges that a judge review the RCMP's conduct in “failing to observe principles of natural justice and procedural fairness.”

The case comes amid parliamentary debate on Bill C-42, *An Act To Amend The RCMP Act*, that critics charge will grant new and “Draconian” powers to discipline non-unionized members.

Under the legislation now before the Senate, the RCMP can suspend, demote or fire any rank-and-file member “whose performance in the Commissioner's opinion is unsatisfactory” (Sec. 20.2.e) without any right of appeal; and “recommend the discharge of any Deputy Commissioner for the promotion of economy and efficiency of the force” (Sec. 20.2.j). The bill also sanctions closed-door hearings on grievances, and dismissal of workplace complaints deemed to conflict with “the safety or security of Canada” (Sec. 30.1.3).

In the Commons, New Democrat MP Jack Harris said the legislation will “cre-

ate a more powerful hierarchy within the RCMP and give the commissioner more Draconian powers than ever.”

“We are going to have a top-down hierarchy which will not inspire confidence but will create more of a paramilitary organization,” said Harris, MP for St. John's East.

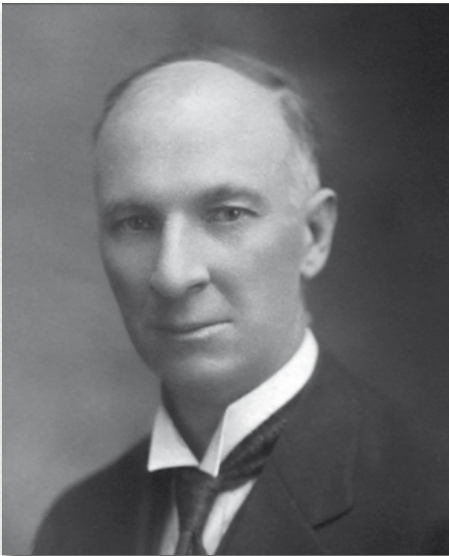
The Young case follows an earlier Federal Court ruling involving another RCMP

member, Corporal Shawn Elhatton, who was fired in 2011 following allegations of private misconduct by his ex-wife and her fiancé. In a ruling last January, Federal Judge Donald Rennie cited “egregious hearsay” against Elhatton, and ordered that the RCMP review his case.

 TOM KORSKI



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Tom Hyland Blacklock

A pioneer publisher and war correspondent, confidante of three prime ministers and 1922 president of the Ottawa Press Gallery, Tom Blacklock was mourned at his passing in 1934 as "a keen observer blessed with a sense of proportion." Born in Halton County, Ont. in 1870, he became a frontier editor and first mayor of Weyburn, Sask. in 1903. Assigned to Parliament Hill by the Winnipeg Telegram in 1912 he remained a gallery man for life with columns published from Victoria to Halifax: "As Tom Blacklock used to say, 'That ain't the way I heard it.'"

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Don Blenkarn

THEY HANGED ME IN EFFIGY

(Editor's note: This week's commentary is a transcription of remarks by the outspoken former chair of the Commons finance committee. Mr. Blenkarn passed away last winter at 81. This was the last interview he ever gave, to *Blacklock's Holly Doan* on June 2, 2011).

I served sixteen years in Parliament and in the end they hanged me in effigy.

I'd had a good majority at one point; in the 1988 campaign I won by more than 8,000 votes. But that last election in '93 was a tough one. We were in deep trouble. I lost by 10,000 votes. All of a sudden you're not the MP for Mississauga anymore. It's worse than losing your job; it's losing your whole career.

For three of my five terms in Parliament I was chair of the finance committee. I was never a yes-man. If they wanted a team member who'd ask how high they wanted me to jump, I was the wrong man.

I never changed; the people knew me. Politicians like to promise things. They all want to pass bills to deliver gifts to their supporters – and it all costs money. Yet everyone says they want to cut the deficit! It's hard to cut the deficit and spend more at the same time. There was not an election I saw where somebody did not come out offering something.

1993, we were in deep trouble.

It was really impossible to win as a Progressive Conservative in that campaign. We'd been in office too long; the party was blamed for everything: "Oh, Mulroney is favouring the French Canadians all the time"; "Oh, Mulroney is spending money hand over fist"; "Oh, Mulroney, you can't trust him."

I suspect the French people didn't feel they were getting their full share of attention, so they created the Bloc Quebecois – and that was the begin-



ning of the breakdown of the big majorities. And then Conservatives in vast numbers joined the Reform Party, you see.

We reached a point where the voters grew tired of the nonsense. Half my support went Reform. It was really impossible to win, people were so upset.

Unfortunately Kim Campbell didn't help.

I burned some bridges trying to get Campbell elected leader in '93. I felt, you see, we had to have a different face on the party – and Campbell was a different face, a good-looking face! Unfortunately that's all she was.

We organized one luncheon event in Mississauga and Campbell arrived, went up to her suite and didn't come down till 1 o'clock. She left a roomful of people waiting; a lot of these were working people, so half the crowd left when lunch hour was over. Finally, Campbell comes down, makes a poor speech – that was it. She guffed it up. I don't know what she was doing up in that suite, but she wasn't paying attention to business.

Unfortunately, the Conservative Party broke up. We were blamed for all these troubles, and it was just impossible to get supporters back on board. As you know, just about every Conservative in Canada went down the sewer in that campaign.

They hanged me in effigy. That's what happened.

MPs To Kill Travel Tax Credit Plan

Parliament will defeat a proposal to offer Canadians \$2,000 tax credits for touring the country in observance for the 150th anniversary of Confederation.

Conservative and New Democrat MPs signaled they will vote against the private bill offering credits for vacation expenses.

"This country is unbelievable," said Liberal MP Massimo Pacetti, the bill's author. "When you see Canada you see through the stereotypes; it's not a feeling you get from watching TV."

Pacetti's Bill C-463, *An Act To Amend The Income Tax Act* (travel expenses), proposes non-refundable credits for the cost of vacation expenses within Canada, via any Canadian-based carrier, by plane, train or bus, "where each trip is not related to business pur-

poses and requires crossing at least three different provincial boundaries."

Credits range from 40 percent against the cost of air tickets to 75 percent of train fare, and 100 percent of bus tickets, to a maximum \$2,000 per person including minors.

"The cost of travel is astronomical," said Pacetti, MP for Saint-Léonard-Saint-Michel, Que., who estimated the credits would cost the treasury \$30 million annually.

"It is almost impossible to calculate the economic generator," said Pacetti, an accountant, who timed the credits to take effect in Canada's sesquicentennial year.

"Nothing can compare to the \$5.2 billion that Canadians spent in the United States in 2012," added the MP.

However, in Second Reading debate that Pacetti described

as "incoherent," members of other parties expressed alarm over the application of Bill C-463.

"Why does it exclude traveling by car or even by boat?" said Conservative MP Bernard Trottier, who dismissed the measure as "gimmicky."

"Only travel within Canada that crosses three provincial boundaries is eligible; here is the first problem with that: this requirement may disproportionately benefit some regions," said Trottier, MP for Etobicoke-Lakeshore, Ont.

New Democrat MP François Lapointe said the measure invited fraudulent claims by Canadians who "travelled for work" then decided to "visit the beach or do some shopping"

"What about families who travel in two provinces by train, then take a ferry to a third province?" said Lapointe

(Montmagny-L'Islet-Kamouraska-Rivière-du-Loup, Que.); "What if a man goes on a business trip with his family tagging along, and they vacation together for seven or eight days? Should they report that they were travelling for business or for pleasure? Such a convoluted and unmanageable solution is not acceptable."

Pacetti authored a similar private bill as chair of the Commons finance committee in 2005.

A majority of Canadians surveyed like Pacetti's latest bill according to a 2012 Harris/Decima poll, with approval highest in Alberta (76 percent), British Columbia (74 percent) and Atlantic Canada (70 percent), and lowest in Ontario (69 percent), Quebec (68) and Manitoba and Saskatchewan (66).

 STAFF

THE CASE OF THE VANISHING RETURNS

A Manitoba man has lost a tax court appeal after a federal judge dismissed his "improbable" claim his tax returns were lost in the mail.

"Some evidence, any evidence," was the lament of Tax Court Justice Randall Bockock, in dismissing the claim from Nacom Inc. of Winnipeg.

In testimony, Nacom president Nathan Jacob testified he personally dropped off his 2007 and 2008 tax returns at the Canada Revenue Agency's Broadway Avenue offices in Winnipeg on November 24, 2009.

Yet the revenue department swore it never received

Jacob's corporate returns till March 29, 2011 – too late to qualify for dividend tax rebates under an *Income Tax Act* deadline.

The Winnipeg Tax Centre processes some 1.7 million pieces of mail annually. A mail room supervisor, testifying "in great detail," explained that while one-tenth of mail is "temporarily misplaced" in the building, it was "very unlikely" any tax returns would be permanently lost.

Justice Bockock agreed, ruling he found it unusual that two returns from the same tax-filer would be

"improbably and irretrievably misplaced" in a federal building.

"For the court to accept the improbable occurrence of Canada Revenue Agency permanently losing two tax returns, the Appellant must have offered some evidence, any evidence, that he was present at the Canada Revenue Agency," the judge wrote.

Jacob earlier told Tax Court he had a date-stamped index card from his visit to the Broadway Avenue office, but did not produce it as evidence.

He also acknowledged never receiving any acknowledgement from Canada Revenue that it processed his return at the time, but thought nothing of it since "he was not actually expecting a cheque, and any refund would be offset against subsequent years' liabilities or assessments," wrote Justice Bockock.

The judge noted Nacom Inc. was "not a model tax filer," and had previously requested numerous extensions to filing periods.

 PAUL DELAHANTY

Guns OK At Eight Border Crossings



Cabinet in a secretive order has granted U.S. law agents on “routine operations” permission to carry weapons across some of the busiest points along the border, including Detroit and Buffalo, New York.

The Department of Public Safety confirmed to *Blacklock's* that American authorities asked for the exemption under federal law.

Public Safety Minister Vic Toews refused an interview.

Under a two-year program that Toew's department described as a “pilot project,” U.S. law enforcement agencies including border guards can cross into Canada with pepper spray, handguns, rifles or machine guns.

The order applies to specific border points at Detroit; Sault Ste. Marie, Michigan; Chippewa Bay-Brockville Narrows, New York; Lake of the Isles-Wellesley Island, NY; the northern side of Grindstone Island, NY; Ogdensburg and Massena, NY; and Buffalo.

Authorities said the unusual order was also restricted to “limited circumstances,” but withheld details.

In a statement, the department told *Blacklock's* the order was a “pilot project” intended mainly as a navigational aid to help police boats avoid shoals.

“An example would be when U.S. officers are required to travel between Lake Michigan and Lake Erie using the St. Clair and Detroit Rivers,” an official said. “Some sections along the U.S. side of this river system are unnavigable by U.S. law enforcement vessels and as a result require transit through channels on the Canadian side.”

Officials said the order was also temporary, though it is in effect till March 31, 2015.

“This Exemption Order strengthens an arrangement already in place between Canada and the U.S.,” an official said.

In 2006 the Department of Foreign Affairs permitted eleven U.S. Coast Guard cutters stationed on the Great Lakes to pass through Canadian waters with deck-

mounted M240 B machine-guns. The previous agreement required the American Coast Guard dismantle and stow weapons when passing through Canada and “not engage in law enforcement activities in Canadian waters.”

Under the new Order In Council, no. 0354, *United States Enforcement Officers Exemption Order* (Marine Transportation of Firearms), a much broader exemption is granted to American law agencies to carry more weaponry.

Cabinet order no. 0354 states: “In order to provide temporary authority for select U.S. law enforcement personnel and vessels to transit through specific locations with duty weapons, and in limited circumstances, with deck-mounted machine guns due to marine geographic inhibitors for the purpose of carrying out their duties without contravening the *Firearms Act* and certain provisions in the *Criminal Code*.”



TOM KORSKI

National Park Tours Privatized?



Amid budget cuts, Parks Canada confirms it's contracting more private tours of national sites by commercial operators.

Authorities said effective June 1, authorized tour

companies may charge their own entrance fees for guided visits to a pair of federal attractions in the Yukon, the vintage sternwheeler S.S. Klondike and Dredge No. 4 national historic sites.

Seven tour operators have been certified to manage visits to the sites. The three-month licenses stipulate that private guides must be properly trained and ensure a "safe and enjoyable visit" for tourists.

"Our goal is to continue to ensure visitors have access to those treasures and they will continue to be able to see those in a self-guided

manner," said Anne Morin, Yukon field unit superintendent. "We are pleased to be working with businesses while we are meeting our deficit reduction obligations."

Parks Canada has seen funding cut by an estimated \$29 million last year, prompting shorter seasons at 17 parks, and reductions for some of the nation's best-known attractions.

Spending at Parks Canada sites in Southwest Ontario was cut last year from \$23.7 million to \$9.7 million, a 59 percent reduction. Documents show budgeting at

Cape Breton parks and historic sites was nearly cut in half, from \$41.6 million to \$23.5 million, while spending was reduced 22 percent at Alberta's Jasper National Park, and 16 percent at Banff National Park.

This season Parks Canada also raised visitors' fees, and has announced plans to hike them annually according to inflation beginning in 2015.

Higher fees will raise the cost of a family single-day park visit to \$20 plus tax this summer.



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Third Strike At A Medical Registry



The Senate is again debating a proposed national registry of medical implants and home devices, an initiative tried and failed twice before over a ten-year period.

"This is becoming a huge problem," said Senator Mac Harb, sponsor of the bill that previously lapsed in committee.

Bill S-202, *An Act To Establish And Maintain A National Registry Of Medical Devices*, would require the Department

of Health to compile with patients' consent a confidential database containing the names, birthdates and addresses of all Canadians with implanted or home-use medical devices. And it would require manufacturers and distributors to notify the registry of any risks to health.

"There is no central system to notify patients of problems," said Harb (Liberal-Ontario). "We have seen lawsuits over the fact that patients were not notified of defective implants."

Under current regulations manufacturers must notify health care practitioners of faulty devices, "but these regulations can fail due to such common occurrences as simple human error, a medical practitioner who moves out of the country, a lost patient database, or a device manufacturer going

out of business," Harb earlier told the Upper House.

The auditor general in a June 2011 assessment proposed that regulators assess whether existing recall notices "are effectively reaching their target audiences and doing so in a timely manner."

Harb calculated there are 1.4 million medical devices on the Canadian market, from hip implants to oxygen tanks: "As the number of devices rises, we have also seen a corresponding rise in the number of warnings and recalls."

Health Canada recalled 6,648 devices in the period from 2001 to 2010.

However, a department official told a Senate committee studying Bill S-202 that a new registry is unnecessary.

"We believe that the system we have right now for regulat-

ing medical devices is adequate for regulating safety, effectiveness and quality," said Barbara Sabourin, director general of Health Canada's therapeutic products directorate.

In a government response to Bill S-202, Senator Judith Seidman said a national registry stepped outside federal jurisdiction and would be costly to maintain.

"The provinces and territories are responsible for the delivery of health care services," said Seidman (Conservative-Quebec); "The high costs and serious challenges associated with the implementation of a voluntary national registry are not justified by the projected benefits."

 KAVEN BAKER-VOAKES

"MEETING WITH STAKEHOLDERS"

Communications staff for the Senate leadership met confidentially with a lobbyist on labour legislation before the Upper House, records show.

Merit Canada, a coalition of non-union contractors promoting Bill C-377, met with Johanna Quinney, communications advisor for Conservative Senator Marjory LeBreton.

Quinney confirmed the meeting with Merit Canada president Terrance Oakey, but would not discuss its purpose.

"I will have to get back to you on that," Quinney said.

Asked if the discussion involved Senate strategy in passage of C-377, Quinney repeated: "I will have to get back to you on that."

Merit's Oakey did not comment.

The Canadian Labour Congress, Canadian Bar Association and pension fund managers have criticized Bill C-377 as "unfair" and likely unconstitutional.

The *Act To Amend The Income Tax Act* (requirements for labour organizations), requires that all unions publish senior officers' salaries and benefit; lists of assets and liabilities; loans receivable; time and money spent on organizing activities; members' pension payments over \$5,000 and other data, under threat of \$1,000-a day fines.

Merit Canada lobbyists last year held 97 meetings with MPs, senators, cabinet mem-

bers and staff – including 15 meetings with advisors in the Prime Minister's Office – as the legislation passed through the Commons.

"Our office meets regularly with stakeholders," said Quinney, who refused further comment.

Merit earlier publicly advertised for a public relations advisor to help in planning "communication strategies" in Ottawa; "maintaining extensive and positive relationships with national media"; and "drafting opinion pieces" for publication in newspapers.

Bill C-377 is awaiting hearings in the Senate after passing the House by a 12-vote majority.

Buzz Hargrove, retired president of the Canadian Auto

Workers union, called the legislation "the first step towards 'right-to-work' legislation."

"This is just the start," said Hargrove. "If they get away with this, there will be more. All you have to do is look south of the border where they've destroyed the labour movement."

Some 6.6 percent of America's private sector workforce is unionized compared to 18 percent in Canada, according to official estimates.

The U.S. Bureau of Labor Statistics calculates that private-sector rates of union membership range as low as 2 percent in financial services, and 1.4 percent in agriculture.

 STAFF

IT'S THE PART YOU DON'T SEE



A Canadian truck manufacturer, inspired by a private bill in the Commons, is offering clients an accessory credited with preventing accidents.

Shu-Pak Equipment Inc., an Ontario-based maker of waste disposal vehicles, said it will install side guards on new vehicles.

"Our trucks sell for between \$200,000 to \$300,000 and these guards are less than a thousand dollars," said David Tanner, president of Shu-Pak.

"Each guard needs to be custom designed," Tanner said. "I don't think it's the money side of things that should hold people back."

Tanner announced the initiative in endorsing a private bill, C-344, *An Act To Amend the Motor Vehicle Safety Act*, that mandates installation of the metal side guards on heavy trucks.

"The private sector is not waiting for the government to act; they are getting it done," said New Democrat MP Olivia Chow, the bill's author.

Chow noted an increasing number of municipalities have mandated use of guards on city trucks, citing evidence they may prevent injury or death in accidents involving pedestrians and bicyclists.

"St. John's is one of the municipalities that have made it mandatory, and Montreal,

Westmount – so, there are some municipalities that are beginning to do that," said Chow, MP for Trinity-Spadina, Ont.

The Chief Coroner for Ontario in a 2012 report advocated mandatory truck side guards following a review of traffic fatalities involving bicyclists. And a 2011 study by the National Research Council estimated the accessory could improve vehicle fuel efficiency by five percent.

However, Transport Canada abandoned a \$307,000 investigation of side guards last year after concluding there was no point in further study.

And the Canadian Transportation Equipment Association has concluded industry-wide adoption of side guards is unlikely without regulation.

"These days that is a pretty significant cost," Donald Moore, executive director, told *Blacklock's* in an earlier interview. "Nobody's saying it can't be done, but it has to be done right. It would have to be mandated."

Moore noted his association previously assisted the Research Council in its review of another safety device, rear impact guards.

"These usually have to be mandated," said Moore. "Federal regulations put everyone on a level playing field."

Chow introduced Bill C-344 in November 2011. The measure is still awaiting Second Reading debate.



KAVEN BAKER-VOAKES

"A DEPARTMENT UNDER STRESS"

The Department of Transportation says it mistakenly repealed a safety regulation affecting millions of vehicles sold in Canada.

Officials would not take *Blacklock's* questions. But in a written notice, Transport Canada acknowledged it "inadvertently" dropped a requirement that all new light vehicles be equipped with electronic stability control, or "anti-swerve" technology.

"This is a good example of a department under stress," said Liberal MP John McCallum, former vice-chair of the Commons transport committee.

"Across the government we see this kind of thing affecting frontline service," said McCallum, MP for Markham-Unionville, Ont. "I think the public service and the minister should be concerned."

Automakers said they continued to install electronic stability control systems in vehicles even during the 18 months the requirement was erased from the *Motor Vehicle Safety Regulations*.

"It caught us off guard when it happened," said David Adams, president of the Association of International Automobile Manufacturers of Canada.

Authorities would not say how the regulation was dropped, or when they first noticed the omission.

"Not to make excuses, but part of the challenge in this fiscal environment is a lot of government departments are under a fair bit of pressure, from a finance and human resources perspective," Adams said.

Transport Canada originally ordered that electronic stability control be standard equipment on all new passenger cars, vans, trucks and buses under 4,536 kg effective September 1, 2011. However, weeks later on Nov. 9 the regulation was accidentally dropped from a published list of motor vehicle requirements. The department first acknowledged the oversight April 10, noting the effect of the mistake was that electronic stability control systems were "no longer a legal requirement in Canada."

The Canadian Vehicle Manufacturers' Association, representing domestic automakers, said the lapse reaffirmed the need to more closely harmonize industry regulations with the U.S.

"I don't recall this happening before," said Mark Nantais, association president. "It's pretty unique. I think we all agree this was unfortunate."

Nantais added, "Every department is constrained to some extent, but there are efficiencies to be gained through lock-step harmonization with the U.S. on these kinds of regulations. We are an integrated industry."

Electronic stability control, first introduced by Mercedes-Benz in 1995, is a computerized technology that compensates for skidding and loss of steering control.

"It is probably the single most effective safety technology since the seatbelt," Nantais said.



TOM KORSKI

WHALES VERSUS TANKERS

Federal regulators are re-examining the status of a whale population in British Columbia shipping lanes.

The humpback whale of the North Pacific, previously categorized as strengthening in numbers, is now being reassessed by a national panel.

The Committee On The Status Of Endangered Wildlife In Canada had proposed to downgrade the status of B.C. humpbacks nine years ago, from "threatened" to "special concern", after noting the population was growing "despite continued threats including collisions with ships."

The advocacy group Ecojustice noted the whales' habitat includes B.C.'s Douglas Channel, targeted for increased traffic of oil tankers with the proposed development of an Enbridge Inc. Northern Gateway Pipeline and terminal at Kitimat, B.C.

"This is a nerve-wracking development for anyone who cares about humpback whales," said Susan Pinkus, an Ecojustice scientist.

"The critical habitat of the humpback whale happens to be located in the Douglas

Channel," said Pinkus. "The tankers that Enbridge proposes to load will pass right through that critical habitat."

Environment Canada ordered the federal wildlife panel to "reconsider" the status of humpbacks without commenting on the Enbridge proposal.

B.C. tanker traffic is projected to increase from the current 600 shipments a year to some 2400, by federal estimate.

"These whales are threatened by large ships and acoustic pollution," Pinkus said.

Ecojustice earlier successfully sued the Department of Fisheries in 2011 for failing to fulfill its obligations to protect killer whales under the *Species At Risk Act*.

The North Pacific's humpback whales, hunted commercially till 1967, were originally designated in 1985 as "threatened" by the wildlife committee. The panel is comprised of Parks Canada, the Department of Fisheries, Canadian Wildlife Service, provincial wildlife agencies and other delegates.

The Committee has seven descending classifications for wildlife in question:

EXTINCT: "no longer exists"

EXTIRPATED: "no longer exists in the wild in Canada"

ENDANGERED: "a species facing imminent extirpation or extinction"

THREATENED: "likely to become endangered if nothing is done"

SPECIAL CONCERN: "may become threatened or endangered"

NOT AT RISK: "evaluated and found not to be at risk with current circumstances"

DATA DEFICIENT: "insufficient information to determine assessment"

In a separate order, regulators declined to classify beluga whales of the Eastern High Arctic as a species at risk – a classification opposed by Nunavut territory and Inuit groups.

The Department of the Environment noted that, while belugas may be hunted outside Canadian waters, the population in the Eastern High Arctic and Baffin Bay is "healthy" with "limited evidence" to justify a management plan.

Inuit hunt some 100 belugas annually.

 STAFF

Canada's "very sophisticated" oil spill surveillance program will continue with three aircraft spying three oceans, the Great Lakes and 243,000 kilometres of coast line, says Transport Canada.

Authorities confirmed that promised improvements to oil spill detection consist of having the same number of planes spend more hours in the air, though the Department of Transport would not say how much, when or where.

"We will be doing more of these over-flights to ensure there is no pollution in Canadian waters," said Gerard McDonald, assistant deputy minister for transport safety.

Testifying before the Senate energy committee, McDonald explained the three planes in the National Aerial Surveillance Program are deployed thousands of kilometres apart.

"One is located in Moncton and one is located in Ottawa; that takes care of the Great Lakes and the Arctic," said McDonald. "The third aircraft is located in Vancouver. They undertake regular over-flights of the major

shipping lanes in search of any oil pollution that may be occurring"

McDonald described the air surveillance as "so sophisticated we can detect as little as a litre of oil up to 25 kilometres on either side of the plane."

The promised improvements followed a Feb. 5 report by the Commissioner of the Environment that warned of inadequate spill preparedness off Nova Scotia and Newfoundland & Labrador, and increased tanker traffic off British Columbia.

Cabinet subsequently announced initiatives already undertaken or proposed under the Canada Shipping Act including a review of tanker escort systems, and improved navigational aids for oil shippers.

"We feel that any risks that may be involved with the transportation of oil can be mitigated," McDonald told senators; "We feel that history has certainly proved that it can be shipped safely and has been in Canada for more than a hundred years."

TAKE A LEFT AT MONCTON

West coast tanker traffic is projected to increase from the current 600 shipments a year to some 2400, many involving vessels as large as 320,000 tonnes.

On Canada's east coast 91 million tonnes of crude oil are shipped annually, with more than 3000 vessel movements each year.

"I don't think you could ever have enough aircraft for continuous surveillance," said Senator Grant Mitchell, a member of the Standing Senate Committee on Energy, The Environment and Natural Resources.

"Presumably Transport Canada would be notified of the big spills," said Mitchell (Liberal-Alberta). "There is no way three aircraft enable them to monitor for pre-emptive action."

The Department of Transportation described the air surveillance program as mainly of "deterrent" value for oil shippers.

 STAFF

That's One Asian War That Went Well

Federal regulators confirm 30,000 trees had to be destroyed in a "milestone" victory over the Asian long-horned beetle.

The Department of Agriculture concluded the insect has been "successfully eradicated from Canada" ten years after it was first detected in Toronto and Vaughn, Ont.

The infestation prompted the mass removal of trees and a federal ban on the transport of tree materials through the infected area.

All movement of trees, nursery stock, logs, lumber, wood, bark and wood chips from threatened tree species was forbidden under department order.

"We went into an irradiation mode that involved creating a zone, and removing trees up to 400 metres from those that were infected," said Ben Gasman, inspection manager at the Canadian Food Inspection Agency.

Gasman said maples were the most heavily damaged.

Repeal of the ministerial order follows five years of

routine surveys to ensure the beetle did not reappear.

"The beetle seemed not to travel to the same extent as other beetles or insects," Gasman said. "They had a good food source, so there wasn't a need to travel."

Maple syrup producers had expressed alarm the Asian long-horned pest would damage their industry, valued at \$350 million.

"It was a major threat to maple forests," said Ray Bonenberg, president of the Ontario Maple Syrup Producers Association.

"These things sometimes cross borders," said Bonenberg. "We know the United States is working hard on this, and hope they succeed."

The agriculture department noted the beetle has "no natural controls" and can only be countered by tree-cutting.

"This marks an important milestone in our fight against invasive pests," the department said.



STAFF

250 CANDIDATES FOR ONE PLUM APPOINTMENT

A new federal panel seeks a "more structured, open process" for plum appointments like provincial lieutenant governors, says a chief advisor on the selection process.

Kevin MacLeod said the committee typically narrows a list of hundreds of applicants and candidates for the coveted ceremonial appointments, to a handful of short-listed names for the Prime Minister's final selection.

"I think the Prime Minister has given this a fair amount of thought," said MacLeod, chair of the Advisory Committee on Vice-Regal Appointments. "There should be a more structured, open process for the selection of vice-regal representatives."

In an interview, MacLeod said the recent appointment of a new lieutenant governor for Newfoundland & Labrador was the first to follow extensive consultation by the advisory panel.

MacLeod said some 250 prospective names were narrowed to five by the panel. Frank Fagan, former CEO of Bell Aliant, was named to the position Feb. 5.

"They consulted very broadly within the province

– municipalities, women's associations, human rights groups, academia, police, volunteerism," said MacLeod; "A lot of it is making sure that if we're asking an association to advance names of people they think would do an admirable job, they'd better have a sense of what the job is."

MacLeod, the Canadian Secretary to the Queen, was named \$145,800-a-year chair of the advisory panel last November. Other permanent members are historian and author Father Jacques Monette; and former Chief Herald of Canada Robert Watt.

A legal analyst consulted by *Blacklock's* said the formalized appointment process was best kept beyond the influence of parliamentarians.

"Vice-regal officers are expected to keep their thoughts on the exercise of prerogative powers confidential," said Prof. Philippe Lagassé, of the University of Ottawa. "Indeed, it would be highly inappropriate for vice-regal appointees to be questioned about how they might exercise their discretionary powers in hypothetical cases."



DALE SMITH

ARCTIC SHIPS “NOT GOOD AT MUCH OF ANYTHING”: ANALYST

The government should scrap plans to spend at least \$7 billion on a navy vessel unsuitable for either of its intended roles, says a think-tanks' study.

The proposed Arctic offshore patrol ships “will be compromise vessels that are suitable neither for an Arctic role nor as offshore patrol vessels,” says the report by Prof. Michael Byers, of the University of British Columbia, and analyst Stewart Webb of the Rideau Institute.

The study, produced with the Canadian Centre for Policy Alternatives, concludes taxpayers would more likely benefit from a fleet of high speed coastal patrol craft based on U.S. or Australian designs, and replacement of Arctic icebreakers with new vessels lightly armed to police the Arctic.

“The Arctic offshore patrol ships won’t be very good at much of anything,” Byers told reporters.

The vessels will require ice-strengthened hulls, adding weight that will slow them down for patrols off the East and West Coasts of Canada: “They will be the laughing-stock of every drug smuggler,” Byers said.

Prime Minister Stephen Harper promised to develop the Arctic patrol ships in 2005.

The analysts’ study noted the procurement of six to

eight Arctic ships, originally budgeted at \$3.1 billion with an additional \$4.3 billion for operations and maintenance over a projected 25-year life-span, has already grown \$40 million in the design phase.

The Royal Canadian Navy maintains an offshore patrol ship, though the Kingston-class maritime coastal defense vessels cannot be used in heavy offshore seas and will be retired in 2020.

The government operates smaller offshore mid-shore patrol vessels in coastal areas and the St. Lawrence River and Great Lakes.

“The Arctic offshore patrol ships will cost 8 to 10 times per vessel what Australia and the United States are paying for purpose-built, high-speed patrol ships,” the report concluded. “Further compromises can be expected, as the Department of National Defence struggles, within a budget that was set in 2007, to complete the procurement of vessels that are based on an entirely new design.”

The original construction contract for the patrol vessels was slated for 2009 with initial delivery in 2013 – a schedule now delayed five years at the earliest.

In 2011, Irving Shipyards of Halifax was selected to build the new navy ships.

 STAFF



EMERGENCY ROUTINE

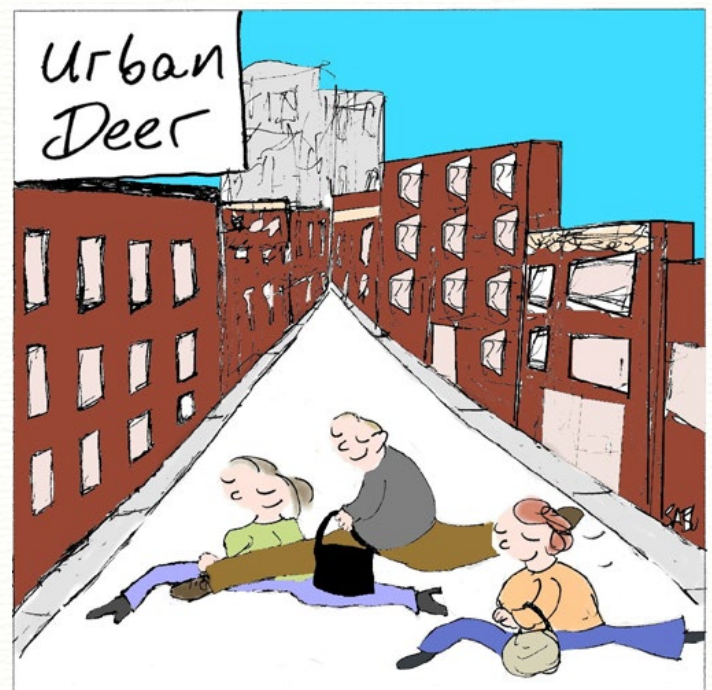
A POEM BY
SHAI BEN-SHALOM

A fire drill
at my workplace.

Women reach for their purses,
adjust hair,
lipstick.

(Editor's note: the author, an Israeli-born biologist, in 2012 published his first collection of poems *Martians Among Us* with In/Words Press) Photo: Library & Archives Canada #1971-271

Best of Sheree



Spot The Bank Obundsman



In a policy called “odd,” the Department of Finance proposes to have two agencies, both funded by banks, investigate public complaints against banks.

Authorities confirmed the twin ombudsmen will manage disputes under federal regulation.

No regulator or bank official would agree to an interview.

“There is no evidence this is of any benefit,” said Kenneth Whitehurst, executive director of the Consumers Council of Canada. “They are setting up competing organizations to deliver justice to the public; the logic of this eludes me.”

An official confirmed to *Blacklock's* that consumers will be directed to different ombudsmen, depending on which bank they use and the nature of their complaint.

One office, the Ombudsman for Banking Services and Investments, was established by the Canadian Bankers' Association in 1996. It currently handles an average 6,000 complaints annually.

A majority of complaints are quickly resolved or dismissed; of those that warrant investigation, 15 percent result in compensation averaging \$7,387, according to data.

However, the Royal Bank withdrew from the disputes resolution system in 2008, followed by TD Bank in 2011, and assigned investigations to a separate group, ADR Chambers.

Under Bank Act regulations, the two organizations – Ombudsman and ADR – will be overseen by the Financial Consumer Agency of Canada, a federal agency that is 85 percent funded by the banking sector.

“We have reservations about this whole process,” said Whitehurst. “We’re going to have competing disputes resolution agencies with com-

pletely different outcomes – neither of which have binding authority.”

“This seems odd,” Whitehurst said.

Finance Minister Jim Flaherty's department said he did not specifically meet with any consumer groups in developing the *Bank Act* regulations.

“There are a lot of concepts here that seem beyond the scope of the Department of Finance,” said Whitehurst. “We’d like to hear Mr. Flaherty’s thinking on this.”

The finance minister was unavailable for comment.

And Ursula Menke, the \$266,000-a year commissioner of the financial consumer agency, would not take *Blacklock's* questions.

The Canadian Bankers Association also refused comment.

The Consumers Council in an August 2011 report, Canada's Banking Dispute Resolution System, noted that most public complaints involve sums within the range of Small Claims Court limits.

“Going to court is an option,” the Council wrote; “It does give one pause to think about how a bank might react if all its aggrieved customers suddenly were to march together with all their unresolved complaints directly to small claims court.”

We'll Never Forget 2012

Final data confirm 2012 was a dismal year on the trade balance. Industry groups contacted by *Blacklock's* described it as the poorest performance since the Recession of 1991.

"It was not a good year overall," said Jayson Myers, president and CEO of the Canadian Manufacturers and Exporters.

Canada recorded a trade deficit of 2012 worth some \$12 billion, compared to a trade surplus just two years before.

"I think you really have to look at the details," said Myers. "A lot of the weakness came in our commodity exports, both because of lower volumes and lower prices."

The brightest figures were in farm exports and the auto industry. As a trend, energy exports recorded the largest decline since 2008.

"The strength lay in the



automotive sector – the exact opposite of what we saw in 2010 and '11," said Myers.

Final figures from Statistics Canada show the country's merchandise exports in 2012 rose to \$462.6 billion, although the level of exports was 5.1 per cent lower than the record reached in 2008. Imports touched \$474.5 billion.

Myers noted the economy is "still not seeing a sustainable level of customer demand."

Canada's trade surplus with America fell from \$48.9 billion to \$42 billion.

"Our exports have been pretty flat over the last decade," said Michael Burt, associate director of industry economics at the Conference Board of Canada.

"Obviously there has been a dip in the recession, but if you look at where it was at the beginning of the decade they aren't much higher," said Burt.

Conference Board research documented a "big shift" in trading patterns between Canada, the U.S. and growing volumes from China, Burt added.

"You could certainly say our trade balance is a reflection of a strong Canadian dollar, which is our relative success over that time," said Burt. "If you go back to the early 1990s during the recession, you have a trade deficit in those years, too – but you are only talking \$3.5 billion relative to the size of the economy."

 STAFF

THEY ARE NOT GOING TO GIVE UP EASILY

The minister of agriculture vows again cabinet will consider "all options" in a threatened trade war with the United States.

Gerry Ritz, speaking from Washington, D.C., told reporters that retaliatory tariffs are possible in a longstanding dispute over meat labeling.

"Our government will consider all options including extensive retaliatory measures," Ritz said following meetings at the U.S. Department of Agriculture.

The U.S. has till May 23 to comply with a World Trade Or-

ganization ruling that it lift labeling rules on meat imports that cost Canadian beef and pork producers \$5 billion, by industry estimate.

Under the WTO ruling, Canada can impose \$1 billion in tariffs on U.S. goods if Washington fails to dismantle the discriminatory Country Of Origin Labeling policy. Under the 2008 regulation, American processors must segregate Canadian and Mexican livestock and meat products – an onerous requirement that's led to a sharp de-

cline in exports from Canada.

"Protectionist groups want to maintain the discrimination on imported livestock," said John Masswohl, vice-president of the Canadian Cattlemen's Association; "They are not going to give up easily."

Masswohl continued, "Canada will have to prepare a solid retaliation strategy that includes tariffs on U.S. exports."

Agriculture Minister Ritz, in a March 21 interview with *Blacklock's*, said he would be careful to avoid imposing any retalia-

tory tariffs affecting American processors who'd protested the labeling policy.

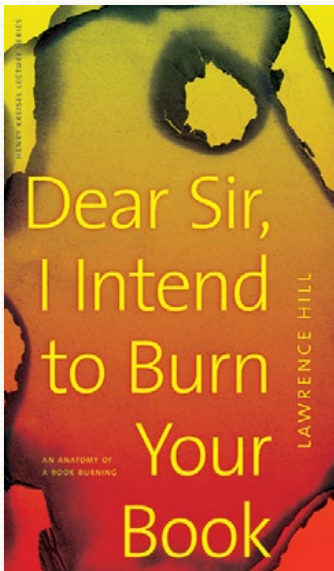
"We're looking at all our options, but we don't want to penalize our allies in the U.S. livestock and meat processing sectors by imposing tariffs on their products," Ritz said.

Cross-border trade in livestock and farm products is worth \$38 billion a year, by federal estimate.

 ALEX BINKLEY

BOOK REVIEW

A Strange Essay



It says in black and white in the Constitution Act “every-one has...freedom of thought, belief, opinion and expres-sion” in this country.

In fact, there is little case law on the issue.

In truth, most Canadians have no real investment in their right of expression and could not tell you what it means. The Charter of Rights is squeezed through a Cana-dian filter that emphasizes conformity and quiet man-ners.

So, we come to Lawrence Hill’s odd essay, *Dear Sir, I In-tend To Burn Your Book*. The title lures the reader in anti-cipation of a vigorous defence of the right to make trouble. It delivers instead an apologia for hurting someone’s feel-ings.

In 2007 Hill published a bestseller based on a 1783 British military ledger docu-menting the migration of

American blacks to Nova Scotia. The *Book of Negroes* sold 500,000 copies in Cana-da. However, when the novel appeared in The Neth-erlands under the title *Het Negerboek*, Hill’s publisher received a death threat and a black rights group burned copies in Amsterdam’s Oost-erpark.

“It really shook me up,” writes Hill; “It was personally troubling to see a segment of the very community that I would hope to court and connect with – people of Suri-nameese descent in The Neth-erlands – rising up against my book.”

Hill is a son of the first family of civil rights in post-war Canada. His father Daniel was the first Afro-Canadian chair of the Ontario Hu-man Rights Commission; his mother Donna was a To-ronto labour activist who campaigned in the 1950s for repeal of race-based immigra-tion quotas.

“The very purpose of lit-erature is to enlighten, dis-turb, awaken and provoke,” Hill writes. “Literature should get us talking – even when we disagree.”

If only.

Free speech by definition is intended to protect every-thing offensive. Yet the Su-preme Court routinely waives it in circumstances simply because it offends, and most media cannot be bothered. When the B-film *Innocence* of Muslims provoked Arab protest last fall, two of three

commercial TV networks re-fused to broadcast even an excerpt of the film in news coverage for fear of some-thing-or-other.

Which brings us to the bon-fire in Oosterpark.

“There is something par-ticularly odious about burn-ing a book,” writes Hill; “Just imagine. If the left-wingers and the right-wingers formed a coalition, they could yank half the books out of the Cana-dian school curriculum.”

Yet in his essay on liberty, Hill makes a jarring admis-sion: he rewrote the title of *The Book of Negroes* for pub-lishers in the U.S., Australia and New Zealand, where the novel appeared as the milque-toast *Someone Knows My Name*. “U.S. bookstores were refusing to place advance or-ders for my novel because the word ‘Negroes’ was in the title,” he explains.

And Hill would have hap-pily changed the Dutch title, too, if only the book-burners had called first: “I might well have argued for the use of a different title,” he says; “At least we would have had a chance to discuss the matter.”

So we are left with another addition to the crushing dis-course on free expression in Canada. We will fight for our rights – unless it gets compli-cated, in which case we won’t.

PS: Hill sold five times more copies of *The Book of Negroes* than he did under the tepid title.

 TOM KORSKI

Dear Sir, I Intend To Burn Your Book: The Anatomy of a Book Burning by Lawrence Hill, University of Alberta Press; \$10.95; ISBN 978-0-88864-679-8



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Barban, Gaston – of Ottawa, appointed High Commissioner to Lesotho, March 19

Bédard, Claude – of Longueuil, Que., appointed a member, Standards Council of Canada, March 7

Bercovici, Vivian – of Toronto, appointed a director, CBC, March 7

Bernard, Peter – of Vancouver, appointed a member, Pacific Pilotage Authority, March 13

Blanchard, Joanne – of Saint-Bruno, Que., appointed a member, Social Security Tribunal, March 11

Borer, Mark – of Toronto, appointed a member, Social Security Tribunal, April 13

Bozzi, Renata – of Milton, Ont., appointed a member, Social Security Tribunal, March 11

Brazeau, Murielle – of Ottawa, appointed chair, Social Security Tribunal, March 13

Brisebois, Marcel – of Montreal, re-appointed chair, Canadian Cultural Property Export Review Board, effective June 27

Charbonneau, Daniel – of Ottawa, re-appointed a member, Canada Industrial Relations Board, March 29

Comper, Anthony – of Toronto, appointed chair, PPP Canada Inc., March 12

Craig, Kathleen – of Bedeque, PEI, appointed a member, Social Security Tribunal, March 16

Crane, Mary – of Kensington, PEI, appointed a part-time member, National Parole Board, Atlantic Region, April 2

Creelman, Kenneth – of Fredericton, appointed a director, Canada Foundation for Sustainable Development Technology, March 7

D'Amours, Sophie – of Québec City, appointed a member, Natural Sciences & Engineering Council, March 7

Day, Natasha – of Saskatoon, appointed a full-time member, Parole Board Prairie Region, April 2

Demers, Paul – of Sudbury, Ont., appointed a member, Social Security Tribunal, March 11

Dubé, Micheline – of Ottawa, reappointed CEO, Federal Bridge Corporation Ltd., with a salary in the range of \$175,600 to \$206,500, March 31

Duggan, Sharon – of St. John's, appointed a director, Marine Atlantic Inc., March 13

Dupont, Serge – of Ottawa, appointed a director, Atomic Energy of Canada, March 13

Durand, Claude – of Trois-Rivières, Que., appointed a member, Social Security Tribunal, March 11

Dyck, Connie – of Steinbach, Man., appointed a member, Social Security Tribunal, April 13

Eyford, Douglas – of Vancouver, appointed Special Representative on West Coast Energy Infrastructure, March 19

Fujarczuk, Richard – of Ottawa, appointed Law Clerk and Parliamentary Counsel to House of Commons, with a salary in the range of \$145,800 to \$171,500, March 7

Galbraith, Jane – of Burlington, Ont., appointed a member, Social Security Tribunal, March 16

Gallagher, Stephen – of Kirkland, Que., reappointed a member, Immigration & Refugee Board, Montreal region, April 12

Garfinkel, Paul – of Toronto, appointed a member, Canadian Institutes of Health Research, March 7

Gignac, Suzie – of Ottawa, appointed a member, Standards Council of Canada, March 7

Giguère, Guy – of Ottawa, appointed chair, Public Service Staffing Tribunal, with a salary in the range of \$139,900 to \$164,600, March 29

Glover, William – of Lethbridge, Alta., appointed a member, Social Security Tribunal, April 13

George, Roland – of Calgary, reappointed a member, National Energy Board, effective August 8

Gupta, Susheel – of Ottawa, appointed acting chair of the Canadian Human Rights Tribunal, with a salary in the range of \$226,100 to \$266,000, April 5

Gwyn, Richard – of Toronto, appointed a trustee, Canadian Museum of Civilization, March 7

Hamel, Bruno – of Ottawa, reappointed chair, Canadian Forces Grievance Board, with a salary in the range of \$139,900 to \$164,500, March 2

Hungerford, Jane – of Vancouver, appointed a trustee, National Museum of Science & Technology, March 7

James, William – of Ottawa, reappointed Superintendent of Bankruptcy, with a salary in the range of \$171,100 to \$201,200, March 7

Josey, Gregory – of Brantford, Ont., appointed a director, Atomic Energy of Canada Ltd., March 13

Kavanagh, Sarah – of Toronto, appointed a director, Sustainable Development Technology Canada, March 12

Koudys, Ronald – of London, Ont., appointed a director, Sustainable Development Technology Canada, March 12

Lafontaine, Pierre – of Montreal, appointed a member, Social Security Tribunal, March 16

Langille, Ken – of New Glasgow, NS, reappointed a trustee, Canadian Museum of Civilization, March 7

Leger, Leroy – of Arcadia, NS, appointed a member, Social Security Tribunal, March 16

Luciak, Lubomyr – of Kingston, Ont., appointed a part-time member, National Parole board, Ontario division, April 2

Luxat, John – of Dundas, Ont., appointed a director, Atomic Energy of Canada, March 7

MacRae, Roger – of Sydney, NS, re-appointed a director, Royal Canadian Mint, March 7

Mahaffey, Douglas – of Toronto, re-appointed a director, Canada Pension Plan Investment Board, March 7

Marshall, Robert – of Winnipeg, appointed a member, Parole Board of Canada, Prairie region, April 2

McCarthy, John – of Lindsay, Ont., appointed a member, Social Security Tribunal, March 16

McCrimmon, D. Ross – of Hamilton, Ont., appointed a member, Social Security Tribunal, March 16

McDowell, Mark – of Ottawa, appointed Ambassador to Burma, March 29

McEwan, Sandy – of Edmonton, appointed a member, Canadian Nuclear Safety Commission, March 7

Meyers, Troy – of Dartmouth, NS, appointed a trustee, Canadian Museum of Immigration, March 5

Mitchell, Brian – of Westmount, Que., re-appointed a director, CBC, April 21

Morin, Normand – of Québec City, appointed a member, Social Security Tribunal, March 16

Morris, Sandy – of Toronto, reappointed a member, Immigration & Refugee Board, Toronto region, March 1

Mowat, Jane – of Toronto, appointed a director, VIA Rail, March 13

Mungovan, David – of Toronto, appointed a member, Immigration & Refugee Board, Toronto region, effective June 14

Nawaz, Neil – of Toronto, appointed a member, Social Security Tribunal, March 16

Noonan, John – of Goulds, Nfld., appointed a member, Social Security Tribunal, March 16

Oliver, Cynthia – of Vancouver, appointed a member, Canada Industrial Relations Board, March 7

Palantzas, Eleni – of Toronto, appointed a member, Social Security Tribunal, March 16

Pappas, Takis – of Pickering, Ont., appointed a member, Social Security Tribunal, March 16

Parker, Shane – of Saskatoon, Sask., appointed a member, Social Security Tribunal, March 11

Parker, Valerie – of Whitby, Ont., appointed a member, Social Security Tribunal, March 11

Payment, Jean-Philippe – of Saint-Jean-sur-Richelieu, Que., appointed a member, Social Security Tribunal, March 11

Persichilli, Angelo – of Mississauga, appointed a citizenship court judge, March 11

Provo, Dwayne – of Halifax, appointed a member, Social Security Tribunal, April 13

Rivest, Marie-José – of Montréal, re-appointed a member, Immigration & Refugee Board of Canada, Montreal region, March 1

Robichaud, Liza – of Bathurst, NB, appointed a member, Social Security Tribunal, March 16

Rodenhurst, Brian – of Woodstock, Ont., appointed a member, Social Security Tribunal, March 16

Rouleau, Aline – of Sainte-Françoise, Que., appointed a member, Social Security Tribunal, April 13

Roussel, Kathleen – of Ottawa, appointed Deputy Director of Public Prosecutions, April 15

St. George, Judith – of Ottawa, appointed High Commissioner to Malaysia, March 15

Saroli, Pasquale – of Ottawa, reappointed a member, Canadian International Trade Tribunal, March 10

Saunders, Virginia – of Vancouver, appointed a member, Social Security Tribunal, March 11

Schloegl, Andrea – of North Vancouver, appointed a member, Social Security Tribunal, March 16

Senécal-Tremblay, Marie – of Montréal, appointed a citizenship judge, April 2

Sheffe, Michael – of Thornhill, Ont., appointed a member, Social Security Tribunal, March 16

Sherwood, Kelley – of Ottawa, re-appointed a member, Social Security Tribunal, March 11

Simpson, Stephen – of Vancouver, re-appointed a member, CRTC, effective June 13

Smith, Roy – of Richmond, BC, appointed a member, Social Security Tribunal, March 16

Sterne, Richard – of Brantford, Ont., appointed a member, Social Security Tribunal, March 16

Tannas, Scott – of High River, Alta., appointed to the Senate, March 25

Uppal, Atam – of Toronto, reappointed a member, Immigration & Refugee Board, Toronto region, effective July 17

Yufe, Alyssa – of Westmount, Que., appointed a member, Social Security Tribunal, April 13

Wallocha, Katherine – of Coalhurst, Alta., appointed a member, Social Security Tribunal, April 13