AUGUST 2012

NEWS/POLITICS/FOOD/ARTS/SPORTS/FASHION/LIFESTYLE **$3.95**

OTTAWA LIFE

Horse Sense – Not Government Nonsense

The Biggest Boondoggle in a Decade – the decision by the Ontario government that will greatly harm the equine industry and cost Ontario billions. A Case of Foal Play!

Vive La France –
Visit Normandy and Enjoy Life

Ken Coran
Weighs in on What Teachers Need

Norway Could Be "Our Way"

Prescription Drug Nightmare –
The Life-and-Death Case for Generic Drugs

www.ottawalife.com

08

7 78624 70123 7

DISPLAY UNTIL AUGUST 28, 2012

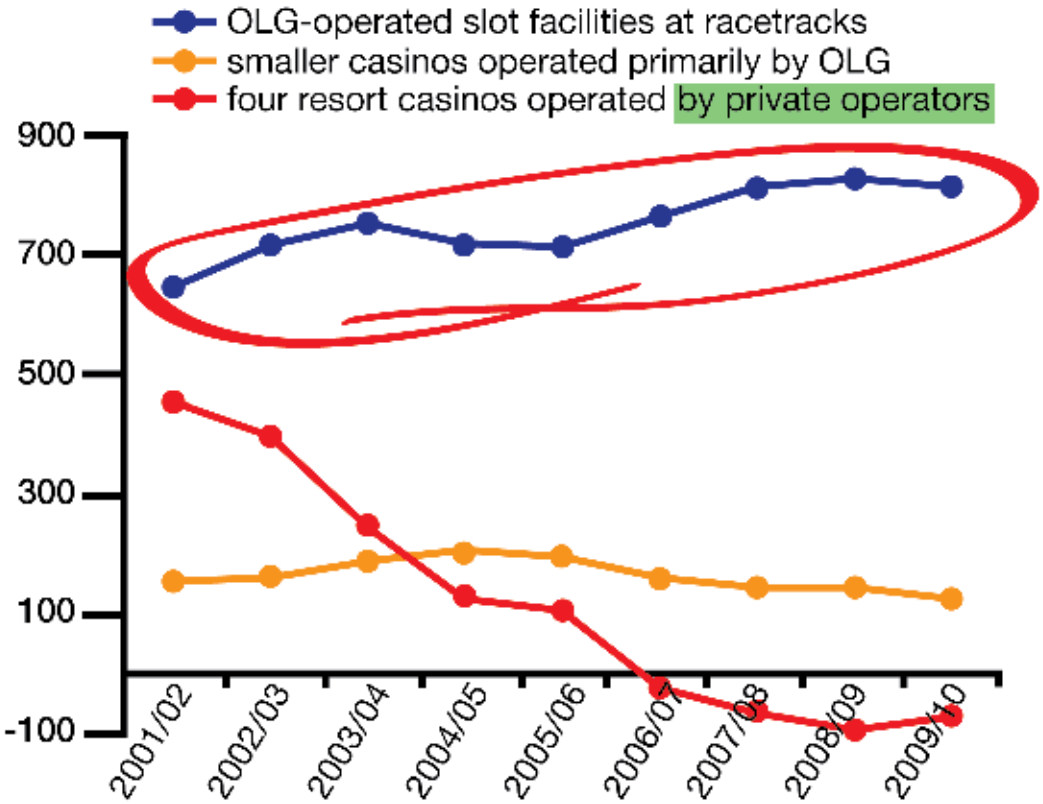
Reaching Higher series * Arctic Series * Pensions and Peace of Mind * RAIL Series

NUMBERS DON'T LIE.

Sourced from the 2010 Annual Report of the Office of the Auditor General of Ontario

FIGURE 2: Profits Generated by Ontario Gaming Facilities Operated by OLG and Private Operators, 2001/02 - 2008/09 ($ million)

Source of data: Ontario Lottery and Gaming Corporation



The Slots at Racetracks public-private partnership has continued to grow, **now delivering over $1 billion in profits to the Ontario Government** to fund healthcare, education and other priorities. It also generates more than $260 million in direct Ontario taxes and 60,000 jobs.

The resort casinos, on the other hand, have lost hundreds of millions of dollars in recent years.

Stop the nonsense. Slots at Racetracks offer Ontario great Value For Money.

Let's talk.

JULY/AUGUST 2012 VOLUME 14 • NUMBER 4

Dumber than a Bag of Hammers: Horse Sense – Not Government Nonsense

In what could be the biggest boondoggle in a decade, the Ontario government's decision to end the *Slots at Racetracks Program* will cost the province billions and have a detrimental effect on Ontario's vibrant horseracing and equine industries… to what end?

contents

columns & stories

Discover the Trans Canada Trail

PHOTO: JEN HARTLEY

The beautiful, guilded medieval Gros Horloge in Rouen, France

PHOTO:B VOISIN, OTCORVSN

publisher's message by dan donovan

Horse Sense, Not Government Nonsense

While many of us are enjoying our summer, there are tens of thousands of Ontarians whose livelihoods and jobs will abruptly end this year – many of them in the National Capital Region, due to an absurd policy change made by Ontario Finance Minister Dwight Duncan to end the successful *Slots at Racetracks Program*. The equine industry in Ontario employs 60,000 people – the majority of which are small businesses with annual earnings between $20,000 and $80,000. The Rideau Carleton Raceway and other equine businesses have long been strong contributors to our local economy and community. Without any consultation or any alternative measures put in place to offset the damage, Duncan unilaterally ended a decades-long successful partnership between Ontario's racetracks, the Ontario government and the Ontario Lottery and Gaming Corporation. This action risks ruining the lives of tens of thousands of ordinary, hard-working people, wiping out an industry that directly contributes more than $2.3 billion to Ontario's annual income. (Of this amount, $320 million goes back to the racetracks.)

What is particularly troubling is that Duncan has positioned the partnership as a "subsidy" and said that, given a choice between funding health care and education or racetracks, he will pick education and health care every time. He does not seem to understand the difference between a partnership and a subsidy or grasp the fact that Ontario's *Slots at Racetracks Program* partnership has provided over $9 billion in revenue in the past decade to pay for many of the education and health dollars that Duncan spends each year. It appears that the Ontario Liberal government seems to think that since rural residents mostly voted Conservative in the last election, they can make this change without any loss of political support from their base. This is cynical and wrong. The Government of Ontario should represent all Ontarians and step back from this hasty decision that will hurt families and small businesses. Currently, all the racetrack revenue for the *Slots at Racetracks Program* stays in Ontario and the partnership keeps breeders, veterinarians, farms and other related equine businesses healthy and competitive. Why destroy this sustainable and profitable model in favour of expanding city casinos fronted by a couple of Canadian businessmen from Toronto who will be backed by big American casinos?

The real dig is the dishonesty of Duncan's premise that that this is about value for taxpayers' money. The news is filled each day with stories about the extravagance and waste of health-care money in Ontario – from the Ornge air debacle and other government scandals all rooted in the incompetence of his department to provide the proper financial oversight. Remember the billion dollars wasted on eHealth or $50 million in bonuses paid to LCBO (a government monopoly) officials between 2007 and 2011 or the over 79,000 Ontario "public servants" who made six-figure salaries in 2011, an increase of 10 per cent from the previous year at a time when Ontario's economy is still in recession and the government is carrying $18 billion in debt. To get the real story on this, read *Horse Sense and Government Nonsense —Public-Private Partnerships Are Not Subsidies* by Simon Vodrey in this issue.

Features writer Harvey Chartrand interviewed Ken Coran, president of the Ontario Secondary School Teachers' Federation, and got his insights into what the Ontario government's austerity budget will mean for teachers in the province. An ongoing concern for federal public servants in Ottawa has been the downsizing of the public service and the 20,000+ job cuts that were announced. We decided to look at how Norway, a country very similar to Canada, does things and what Norwegians are doing differently from our federal government that consistently gives this Scandinavian country the top rating on the UN's Human Development Index. You might be surprised.

Alexandra Gunn has a great fashion piece on wedding dresses and Tanya Collins gives readers a lofty experience in her design feature.

Finally, this summer thousands of people will make their annual holiday trek. Our travel features —*Vive La France*! — explores Honfleur, Rouen, the D-Day beaches and wonderful vacation spots in Normandy, surely the most beautiful region of France. ■

publisher/managing editor
Dan Donovan

copy editors/series writers
Jennifer Hartley, Harvey Chartrand

associate editor/series writer
Rob Cornforth

director of operations Dalal Saikali

web editor Katarina Kuruc, Stephanie Vizi

contributing writers
Anna May Burke, Harvey Chartrand, Tanya Collins, Damira Davletyarova Dan Donovan, Alexandra Gunn, Jennifer Hartley, Jessica Hind, Dr. Thomas A. Noël Michael Pinkus, Dalal Saikali, Claire Tremblay, Simon Vodrey

cover
Photo courtesy Tara Hills Stud Ltd

photographers
Yngve Ask, Nancy Bundt, Paul Couvrette, Quame Scott/Q3 Studio, Gordon King, Martin Fortier, Bill Thorpe, Al Skucus, Heidi Widerø,

student intern Nick Faris

fashion Alexandra Gunn

sales Shane Belknap

director of sales olife@magma.ca

circulation Chelsea Larock

accounts Klaus Dellin, Joe Colas C.G.A

design Karen Temple

web design VirtuStructure

technical support Rob Cornforth, John Temple

corporate advisor J. Paul Harquail, Charles Franklin

corporate counsel Paul Champagne

advertising information
For information on advertising rates, visit www.ottawalife.com
call (613) 688-LIFE (5433) or
email info@ottawalife.com

Canadian Publication Mail Product Sales Agreement #1199056.

Ottawa Life Magazine,
251 Bank Street, Suite 505
Ottawa, ON K2P 1X3
tel: (613) 688-5433 fax: (613) 688-1994
e-mail: info@ottawalife.com
Internet: www.ottawalife.com

Ottawa Life is listed in Canadian Advertising Rates & Data (CARD).

Ottawa Life subscription rates:
one year $20.00, plus HST (six issues).
two years $38.00, plus HST (12 issues).
Add $20 per year for postage outside Canada.

Subscriber service is 613-688-LIFE (5433).

Ottawa Life Magazine is printed in Canada on recycled paper.

DISTRIBUTED BY:
CoasttoCoast
CALL 416-754-3900

CANADA POST POSTES CANADA
Postage paid Port payé
Publications Mail Poste-publications
40023842

iPad Accessories for the Sleek and the Geek

Griffin Technology, one of the world's foremost creators of innovations for everyday life, has come out with a new line of iPad accessories. The collection includes The **IntelliCase** ($59.99) which folds into a two-position upright or inclined work stand, at optimum angles for tapping or reading. Integrated magnets hidden in the cover automatically wake the iPad when the flap is opened and put it to sleep when closed. (Available in peacock, black, midnight and dark red). To view Griffin's full line of iPad cases and new accessories and enter the contest to win the new iPad, visit **www.griffintechnology.com/ipad-3-cases-accessories**.

IntelliCase

Space-Age Shaving with the Philips SensoTouch 3D

It might be a long way off before moisturizer and hair product are added to the male wash bag arsenal, but updating that outdated shaver is the first step towards groomed perfection. Philips has two grooming suggestions. For the budget conscious, the Philips Power Touch PT860 is only $69 and has a pop-up trimmer that will have you experimenting with facial hairstyles and doesn't cost a bundle. The Philips SensoTouch 3D is the world's premier wet and dry electric shaver – with a Gyroflex system that traces every contour of your face, providing a flawless and effortless shave every time. **www.philips.ca**

The Shiners Debut New CD *Not Alone* in Ottawa

The Shiners threw a CD release party at the Elmdale Tavern on May 4. "We have been playing more and more in Ottawa", says Eric Willison, lead singer of the Cornwall-based roots-rock group that includes drummer Jason Collis and bassist Joel Labrosse. "As much as we are from the Seaway Valley, we have great fans from Ottawa and the Ottawa Valley. We wanted to celebrate the new CD (entitled *Not Alone*) with them as well." The band has shows booked over the next few months in support of their new disc. The record picks up where the band's first CD, *Happy Now,* left off with a collection of songs with great hooks, lyrics that touch on everyday life – all delivered by Willison's whiskey-soaked voice. The Shiners were joined at the Elmdale by special guests Graham Greer (formerly of the Barstool Prophets) from Cornwall and Ottawa alt-folk duo medium-fi (Mike Grier and Steve Johnston). The Shiners round out their live set up with Newfoundland-born, and Ottawa-based, Greg T. Brown on fiddle. Brown's talents can also be heard on the new CD. Check out the band on Facebook at www.facebook.com/TheShiners or on Twitter at @TheShiners **www.TheShiners.com**

I've Got Love IN MY TUMMY!

PHOTOS: QUAME SCOTT

Claudia Arizmendi has been exciting customers for over a year now at The Cupcake Lounge located at 6 ByWard Market Square in the ByWard Market. It's clear by the steady flow of foodies that this baker knows what works to keep customers coming back for more. These are not your run-of-the-mill cupcakes. Made with all natural ingredients, including the local maple syrup, they are soft, moist and melt in your mouth. Staple flavours include maple cinnamon, chocolate chocolate, and red velvet. These are available on a daily basis with additional flavours alternate, depending on the day of the week. Tuesday features carrot cake, Wednesdays, you'll find apple dulce de leche and chocolate dulce de leche. You can choose from 12 flavours during the week and 14 on the weekend. The Cupcake Lounge also offers seasonal cupcakes like eggnog or chocolate peppermint, available only at Christmas, or pumpkin in the fall. Visit all year round as you're sure to find a favourite. **www.thecupcakelounge.com** tel: (613) 862-0926

capital cars

Audi A3 IDEAL FOR TODAY'S HIP PARENT

Versatile, practical, chic and everything that has always been fabulous about the Audi now comes in a modern, sleek package. The A3, is a great vehicle for a hip, edgy parent. With top-of-the-industry fuel consumption, the A3 (2.0 TFSI Quattro model) can still accelerate from 0-100 in 6.7 seconds, allowing you to rush to the rescue of your stranded adolescents, who used their allowance on candy instead of bus fare. With its shiny frame and chiseled front end, nobody could ever guess that it fits five people comfortably on a long haul. Too cool for a run-of-the-mill station wagon? The A3 is for you!

PHOTO: BILL THORPE

summer pic by jennifer hartley

Get Out There and Explore
COAST-TO-COAST-TO-COAST

PHOTO: AL SKUCAS

By now, you may have seen the great ads that have just hit the airwaves showcasing the Trans Canada Trail (TCT) as a place for all Canadians. If you're looking for a way to really enjoy the outdoors this summer, take in some breathtaking views, learn some Canadian history, experience nature and get some exercise with your family — then grab your bike, your hiking shoes and sunscreen and hit those trails.

Initiated in 1992 as a project to celebrate Canada's 125th year, the Trans Canada Trail is the world's longest network of multi-use recreational trails. When completed, it will stretch 23,000 kilometres from the Atlantic to the Pacific to the Arctic oceans, through every province and territory, linking over 1000 communities and all Canadians.

To date, more than 16,800 kilometres of the Trail are operational — which is close to 73 per cent of the proposed route. Today, four out of five Canadians live within 30 minutes of completed sections of the Trail. The goal is to connect the Trail as a continuous route from coast-to-coast-to-coast by 2017, the 25th anniversary of the Trail and Canada's 150th birthday. With 6,200 kilometres of Trail to go, many in unpopulated areas with difficult terrain, this is a bold and ambitious goal.

Currently, the Trans Canada Trail is made up of close to 400 individual trails, each with unique and varied features. For day trips or multi-day adventures, the Trail offers countless opportunities to explore and discover. There is nothing more patriotic than to connect with the diverse culture, historic, bio-diverse and dynamic landscapes of Canada, its regions and communities.

The trails are varied. There are of course, groomed trails, but there is some crazy remote wilderness out there to explore as well. If you are into water sports, canoe the routes of early explorers or swim. If cycling is your thing, there are endless biking routes along historic rail trails to boot. View rugged coastlines and prairie sunsets or picnic in a local urban park. The unedited beauty of each trail segment makes for a myriad of inspiring experiences, all offering endless possibilities for fun and discovery.

To accomplish a project of this magnitude is mindboggling. Think about it. It will extend from coast-to-coast-to-coast. The TCT requires the collaboration of countless individuals, levels of government, volunteers and organizations. To date, more than 125,000 Canadians have helped build the Trail. Donors and sponsors are recognized in the Trail's 86 red-roofed pavilions.

Major corporations, foundations and all levels of government have contributed to the development of the Trail. And then there are the 400 local trail groups, municipalities and conservation authorities that build and manage their local sections of the Trail. They make it all happen. They plan trail routes, raise funds, clear brush, install bridges, secure permits, put up signs, run events and encourage people to get out and enjoy the trail.

PHOTO: COURTESY TC TRAIL

Not to get too patriotic, but the TCT really inspires national pride not only for the collaboration and cooperation of everyone involved with the project but there is that complete awe you feel when you take the time to stop to take in the beauty of our amazing country.

This summer, there is no better way to experience Canada than to hit the trails. Just ask the Governor General, His Excellency David Johnston. As part of the commemoration of the War of 1812, he and Valerie Pringle (who is co-chair of the Trans Canada Trail) cycled 12 km along the Niagara River Recreational Trail for a scenic ride from the Laura Secord Homestead to Fort George. If you find yourself in Prince Edward Island, you can follow the Trail as it winds around the whole province. Discover B.C. wine country on the TCT or follow abandoned Musquodoboit railroad that has been transformed into trails. Put some calm in your commute and enjoy the Trail as it snakes along lakeshores, even in the urban reality of Toronto. That's the beauty of the TCT. You get to experience all that Canada has to offer. Plan your visit at www.tctrail.ca. ■

War of 1812 Veterans Celebrated In Musical Showcase

Cast members from the live production of *A Musical Taste of our Canadian Heritage* portray key figures and soldiers as part of the production's tribute to the 200th anniversary of the War of 1812.

Featuring 50 musicians and dancers and more than 100 pieces of music in a live historical retrospective, *A Musical Taste of Our Canadian Heritage* was staged by Odyssey Showcase, a registered charity that advances education by providing information to the public and presenting this live performance on the history of Canadian culture, arts and music. If you missed *A Musical Taste of Our Canadian Heritage* this season, the production will roar to life once again April 15-19 and June 3-14, 2013 (subject to change). **www.odysseyshowcase.orgwww.odysseyshowcase.org.**

Retirement Income: DO YOU HAVE A PLAN?

A recent study by a major Canadian bank revealed that only 16 per cent of Canadians (23 per cent of baby boomers) have a clear picture of their retirement and that only 38 per cent (43 per cent of boomers) have developed a retirement plan.

Whether you're a baby boomer with retirement on the horizon or you're in the asset accumulation phase (age 25-55), an integrated, holistic retirement plan is a cornerstone to financial well-being and a key input to your investment management strategy. For Canadians with a plan, 51 per cent feel they're on track to reach their desired lifestyle in retirement, compared to 18 per cent that do not have a plan.

When constructing a retirement plan, one should focus on the following three areas: identifying retirement risks, establishing a retirement income framework, and transitioning to an investment portfolio that generates income.

Identifying Retirement Risks

Your retirement plan should account for the prevalent risks that threaten a successful retirement. Some of these are impossible to control. However, some can be mitigated. The five key retirement risks are the following:

1. LONGEVITY: Longer life expectancies mean your assets have to last longer. In Canada, the average life expectancy for men and women is 79 and 83 respectively.

2. INFLATION: Inflation increases the cost of living, erodes the value of your savings and reduces your purchasing power.

3. SPENDING BEHAVIOUR: Over-spending, living beyond your means or withdrawing more than the recommended percentage from your retirement funds can adversely affect how long your assets last and could lead to outliving your money.

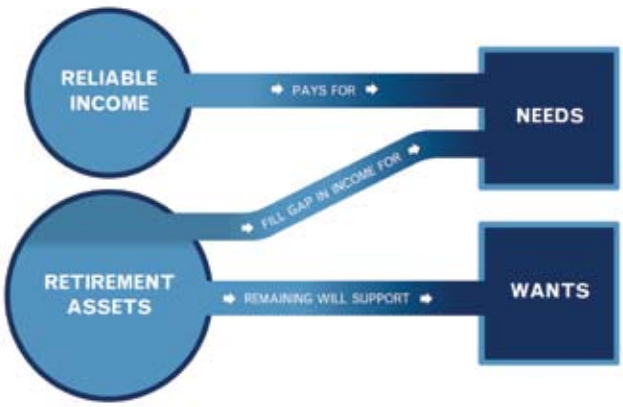
4. MARKET RISK: Market declines and their timing pose risks to retirees. A market downturn in five years before or after retirement could have a significant impact on the long-term sustainability of your savings. How your money is allocated across different asset classes plays a key role in managing this risk.

5. UNKNOWNS: Major health events, disability, long-term care needs, the premature death of a spouse and other unexpected occurrences can complicate even the best-made retirement plan.

Establishing a Retirement Income Framework

Once the major retirement risks have been identified, you can then establish a retirement income framework (see figure), which includes four elements: reliable income, retirement assets, needs and wants.

Figure: Retirement Income Framework



- Reliable Income: The sources of reliable, consistent income you will receive monthly or annually that will be used to cover expenses in retirement. Examples include Canada Pension Plan (CPP), Old Age Security (OAS), and pension payments.

- RETIREMENT ASSETS: Your financial assets, particularly those designated to fund retirement. Income from these assets would supplement your reliable income. Examples include Registered Retirement Savings Plans (RRSPs) and Tax-Free Savings Accounts (TFSAs).

- NEEDS: Your essential living expenses based on your values and priorities. Examples of needs include mortgage or rent payments, groceries, household utilities, transportation, and health- related expenses.

- WANTS: Your non-essential expenses, but ideal in retirement. They reflect your goals and visions of retirement. Examples might include travel, dining out, entertainment, recreation, and gifts.

Transition to an Income Portfolio

After identifying retirement risks and establishing your retirement income framework, the next step is to transition your investment portfolio, which is part of your retirement assets, to an income strategy. As shown in the framework, the income generated from your investments fills the gap in income for your needs and supports your wants.

Many income strategies rely on market growth and by the selling of shares on a monthly basis to provide the monthly distribution, also called a spend-down strategy. However, this approach is not sustainable and your portfolio can

suffer significant capital depreciation over time due to market volatility. A true income strategy provides a distribution without disposing of any shares as monthly income (interest and dividends) is generated from your assets. The two main asset classes in an income portfolio are fixed income (bonds and bond-like investments) and equities.

Fixed income investments generate modest, reliable cash flow in the form of interest, but also provide stability during periods of market volatility. In the current low interest rate environment, fixed income investments are directly exposed to inflation risk both in terms of purchasing power of coupon (interest) payments in the future and the potential mark-to-market losses if rising inflation is associated with an upward move in interest rates.

In comparison, equities are more volatile, fluctuate with capital markets, and provide reliable income in the form of dividends. This class can also be viewed as a direct inflation hedge both in terms of the long-term growth potential in the equity market, but also in the opportunity for growth in the dividends over time. When implementing an income strategy, the equity investment focus should be on large-cap dividend-paying equities that have strong free cash flow, earnings reliability, and dividend growth. The main risk of equity investing is that you may have to sell stocks in a down market to meet unknown needs.

Admittedly, developing a retirement plan can appear to be a daunting task at the outset. However, it's critical that Canadians develop a clear picture for their retirement and a plan that will guide them. Like investments, your retirement plan should be actively monitored and managed to ensure it takes into account the changes in our increasingly complex economic environment. ■

Kash J. Pashootan is a Vice-President and Financial Advisor with Raymond James Ltd. Information provided is not a solicitation and although obtained from sources considered reliable, is not guaranteed. The view and opinions of the author do not necessarily reflect those of Raymond James Ltd. Member – Canadian Investor Protection Fund.

Summer's Here

& THE TIME IS RIGHT FOR WINE AND THE BBQ

I have a few selections for you based on the July 21 release, but there are also a couple that come from previous releases you might want to still search out as they offer great value for the taste buds.

Let's start with a new wine into Vintages from an established producer. By now, you've heard of Oyster Bay out of New Zealand. The winery has had a variety of wines on the market including Sauvignon Blanc, Pinot Noir and a bubbly. There's a new bubbly in town from the Bay, and she's a beauty. **The Oyster Bay Rosé Sparkling Cuvee ($21.95 - #0280172)** is well priced for what you get. Starting with the pretty salmon colour, then comes the raspberry, lime and limeade notes with some mid-palate sweetness. This is a real special and pleasurable bubbly. Buy a bunch for those special occasions ahead, or just because – there's no better reason for sparkling. (★★★★+)

Another previously released wine is from the Vintages Shop-on-Line program. This particular way to buy wine has turned into a bit of a nightmare for consumers. I have heard horror stories about the lack of prompt and punctual delivery from the LCBO but what do you expect when you're the only game in town? But if you can wait, this wine is worth the hassle. Look for the **Greywacke 2010 Pinot Gris ($28 – 0282780** out of New Zealand. The winery uses a natural fermentation on this wine, which is done in old French barrels (50 per cent), but the oak is barely noticeable. With unbelievable balance with fruit and tart acidity, you'll finish the bottle before you know it. (★★★★ ½)

Now it's time to look at more up-coming wines. The focus is Australia for the July release but there's little to be excited about from there. Instead, I'll keep you right here at home and recommend the **Malivoire 2010 Gewürztraminer ($24.95 - #0542522).** This is a hit-and-miss variety in Ontario but one that Malivoire continues to do right. Lychee and rose petal give way to a spice on the palate that not only lingers but turns into white pepper at a certain point; really well made and a pretty wine. (★★★★)

Another white of note is the **De Loach 2009 OFS Chardonnay ($37.95 - #0729343)**, which turns out to be soft on smell but really big on taste (★★★★). For something whimsical try this one from Washington State **Kung Fu Girl Riesling ($18.95 - #0273953)** has lime zing with a wisp of minerality, hint of sweetness and a lovely finish. (★★★★)

It's summer and I know we all feel like King of the BBQ but go that one step further and show your sophistication in the glass with these meat-ready wines. From Argentina, there's famed consultant Michel Rolland's **Clos de los Siete 2009 ($21.95 - #0622571)**, it has been on a downward swing the last two vintages, but this 2009 brings the wine back to the fore. Cedar smoke and black fruit that's very appealing and elegant. (★★★★+)

The French still know how to make a good, inexpensive bottle of wine to go great with a meal. From the Midi region, check out **Le Cirque 2010 Carignan/Mourvedre/Syrah ($14.95 - #0277079)** – vanilla, smoky, blackberry, black cherry, cocoa. It's all in there and it's very tasty. The circus is in town and it's as good a time as you remember it (★★★★+). Old World wines continue to shine with this Italian selection. **Rocca delle Macie 2006 Chianti Classico Riserva ($21.95 - #0930966)**is a Tuscan staple that shows real elegance from the wood smoke and vanilla to the blue and black berries and oak spice. There's a persistence on the palate that'll keep you pouring more. (★★★★+)

Spain is also a country where value meets quality. The **Castano Solanera 2009 Vinas Viejas (old vines) ($15.95 - #0276162)** is a blend of the familiar with the indigenous – 20 per cent Cabernet Sauvignon is added to Monastrell and Garnache – sweet black fruit with a steady vanilla seam. Well-priced to buy by the case during BBQ season. (★★★★+)

Australia has one highlight: **Pyrenees Ridge 2009 Shiraz ($20.95 - #0661918)**. It hits all the right notes including black pepper, chocolate, rich plum, toasted cinnamon, licorice and even some mineral character mixed with spice. (★★★★+)

I'd be remiss if I didn't mention the two "ports", one real, one not. The real is the **Newman's Celebrated Port ($14.95 - #0134908)** which has an odd Canadian connection you can read about on the back label. It's playful and fun with sweet cherry and chocolate (★★★★+). The fake is an Australian number. **Buller Victoria Tawny ($18.95 - #0271403).** The Aussies can no longer put the word "port" on the label, but they sure still make a beauty.This version has more chocolate and caramel than fruit and a really good spice note that goes from middle to end. (★★★★+)

So that's it for now. Enjoy BBQ season, the hot weather and most of all, the wine! ■

Beam Me

PHOTO: GORDON KING

Up

WE ARE NOT TALKING ABOUT *Star Trek* here. Take a look up and marvel at the architectural use of beams in an interior environment. My clients had a vision. They wanted their home in Westboro to have an overall rustic organic feel of a cottage get-a-away mixed with the tailored simplicity of a city home. I clearly recall the inspiration images that the clients gathered from magazine clippings to give me a sense of what they were drawn to aesthetically - rough hewn beams with soaring ceilings. I have to say I doubted this look given the ceilings in their new home were not much more than 8 feet tall. However, what they had working for them in their new addition was a large footprint and lots of light. In viewing this room now that it is finished, it would have been all wrong not to incorporate the beams — it would have been missing essential character, not to mention the personal aesthetic of the homeowners.

Architectural beams are typically characterized by the shape of their cross section, their length and their material. In contemporary construction, beams are typically made of steel, reinforced concrete or wood. In the clients' home the beams were made to look like wood and were not required for structural integrity – rather they were used purely as a decorative feature to integrate the bulkheads that were required along the perimeter to hide mechanical elements.

So the lesson with respect to beams is not to be afraid to use them, no matter the application. Tall versus low ceiling height, formal or casual aesthetic, beams add character. They make unsightly bulkheads look purposeful and provide architectural detail to what would otherwise be a bland space without other specified moldings. It is cathartic to see something, which I admit was not originally intended, come to fruition in such a beautiful way. The value of the client/designer relationship is that each one should push the other to explore and ultimately achieve something greater — is this not the foundation of any great partnership? In this instance, it was the client-desired beams. I was quite happy that in the end I was able to help them achieve this with the suitable proportion, scale and the type of material, taking into account the rest of the room's elements. Perhaps the *Star Trek* reference is not so unrelated after all as it was an exploratory process that brought both of us back home ■

Dressing FOR THE SEASON

Fashion can be many things to many people. It can be an expression of creativity, lifestyle, professionalism or image. Regardless of how one perceives clothing, the single underlying influence that binds all looks together is seasonality, which has specific criteria for the spring and fall. Within the two seasons that dictate the ebb and flow of fashion, there are three guidelines to which all collections, wardrobes and outfits bend: fabric weight, fabric type and fabric colour.

Lightweight fabrics and light colours are the foundation of any spring fashion season. Warm-weather fabrics such as silks, linens, lightweight cottons, poplins and woollens, which are less than 300 grams, make for comfortable attire while embodying the energy of summer. Pink, yellow and lavender are just a few examples of the lighter shades that characterize spring colours, which should be prominent within any man's spring wardrobe. When light colours are combined with airy fabrics, a man's look is in tune with spring's fashion style.

When dressing for fall, outfits should consist of heavy fabrics and dark colours. Typically, trousers, sport jackets and suits are made from heavy cottons, which are over 350 grams, woollens over 300 grams, for example four-harness textiles, or woollens mixed with over 20 per cent cashmere. Furthermore, flannels, Donegals (tweeds with a bird's eye pattern) and tweeds are all considered staples for the colder half of the year. Although there is more flexibility for shirt cottons, allowing for more year-round options, the same general rules apply. However, one great option for fall dress shirts is a heavy twill fabric. In addition to the weight of fall fabrics, the colour is just as important and needs to be taken into account.

Autumn's dark colour palate, such as burgundy, plum and brown, should be mirrored by your shirts, trousers, suits and sport jackets. Clothing is an outlet for self-expression but each season has its own personality and your clothing should reflect those characteristics.

Just as all guidelines have exceptions, fashion is no different. When it comes to picking seasonal colours for shirts, white and any shade of blue are always acceptable. Black and navy suits are also exempt from seasonal constraints as long as the fabric weight is appropriate for the season at hand. Conversely, lighter-weight fabrics can be worn throughout both seasons if their colours match seasonal palates. Lastly, medium colours for shirts, trousers, suits and sport jackets can be worn at any time. When it comes to knowing when to apply the guidelines of seasonality, the general consensus is light colours any time after May 1, dark colours after September 1 and heavy fabrics after October 1.

To stay current and lend a modern touch to one's appearance, one should be aware of the most recent fashion direction regarding seasonality. Within the context of slimmer-looking, more fitted silhouettes, which now dominate the fashion landscape, soft checks, stripes and small patterns are all on trend for suit fabrics, which are designed with an attention to detail – including such features as side vents, ticket pockets, hand stitching and fancy silk linings. To finish one's overall appearance, consider soft pastel shirts with white collars and cuffs or strong patterns such as ginghams, plaids and bold stripes. If adding a tie to the mix, take into account solid tones, small neat patterns or stripes.

It never hurts to step outside of one's comfort zone, so don't be afraid to mix and match patterns and colours. Bold stripes on suits match well with soft checks on shirts. Pink and lavender shirts work well with brown and charcoal suits. However, if one has an aversion to significant shifts in daily dress routines, then just tiptoe outside your normal boundaries. The most popular accessories these days, which add a touch of character and a splash of colour, are fancy patterned socks with bright colours and pocket squares. A general rule of thumb when sporting a pocket square is to either match one's tie or shirt. Of course, one could let their whimsical side loose and select a pocket square that is totally off the wall. There are numerous ways to fold a pocket square, all of which are suitable and can easily be found on the web. Take some time to be creative and it will reflect on your appearance and confidence.

Whatever your style, you cannot go wrong by following the guidelines of seasonality. This summer, make an impression by choosing colour. After all it is summer, the sun is shining and patio season is underway. Cheers! ■

in search of style by alexandra gunn

Send your fashion & style dilemmas to
Alexandra@OttawaLife.com
Follow Alex on Twitter: @AlexandraGunn
Alexandra Gunn is the Life & Style reporter for Sun News.

"The princess ballgown is a mix of romance and glamour."

BEHIND THE Seams

Designing the Perfect Dress

DESIGNS BY MCCAFFREY HAUTE COUTURE ARE showcased at the Fairmont Château Laurier as the hotel celebrates 100 years in Ottawa. Styles from sassy minis to picture perfect princess ballgowns look magical against the historical backdrop of the notable hotel. On your wedding day, nothing but the best will do so have your dream dress made to fit your personality and style.

Every dress is made to measure and perfected from the inside out.

Strike a pose with stylish embellishments that make the dress truly one-of-a-kind.

It's All in the Details

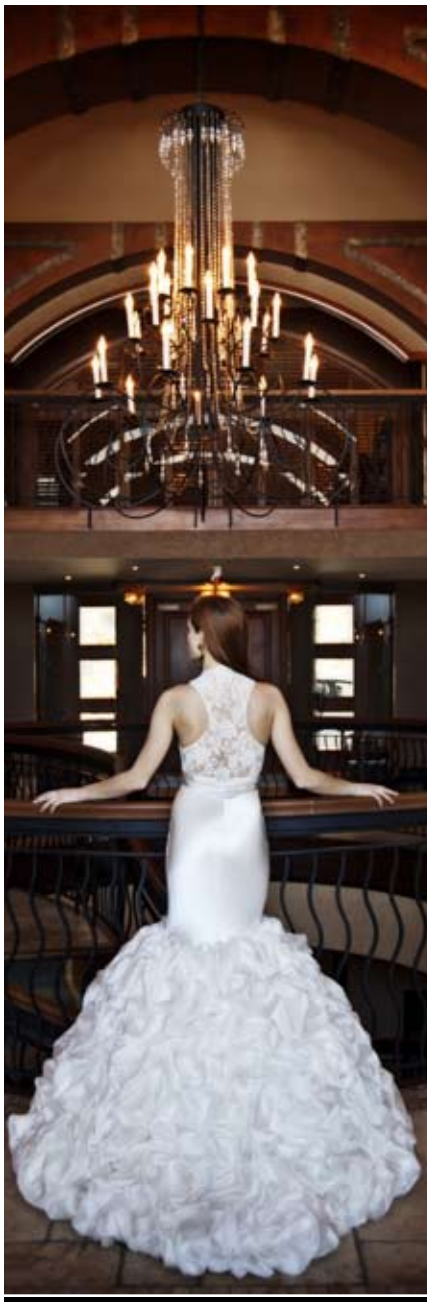
BRIDAL GOWNS: McCaffrey Haute Couture **mccaffreyhautecouture.com**
FASHION EDITOR AND MODEL: Alexandra Gunn
CREATIVE DIRECTOR AND STYLING/MAKEUP: Noah **facesbynoah.com**
PHOTOGRAPHY: Maciej Czop **maciejczop.com**
HAIR STYLING: Stefania Capovilla
FLORAL DESIGN: Full Bloom **fullbloom.ca**
SWEET TREATS: The Flour Shoppe **thefloursoppe.ca**
JEWELRY: True Bijoux **www.truebijoux.ca**
HEADPIECES: Chapeaux de Madeleine **chapeauxdemadeleine.ca**
SHOES: Town Shoes **townshoes.com**
SHOT ON LOCATION: Fairmont Château Laurier **Fairmont.com/laurier**

Let's eat cake!

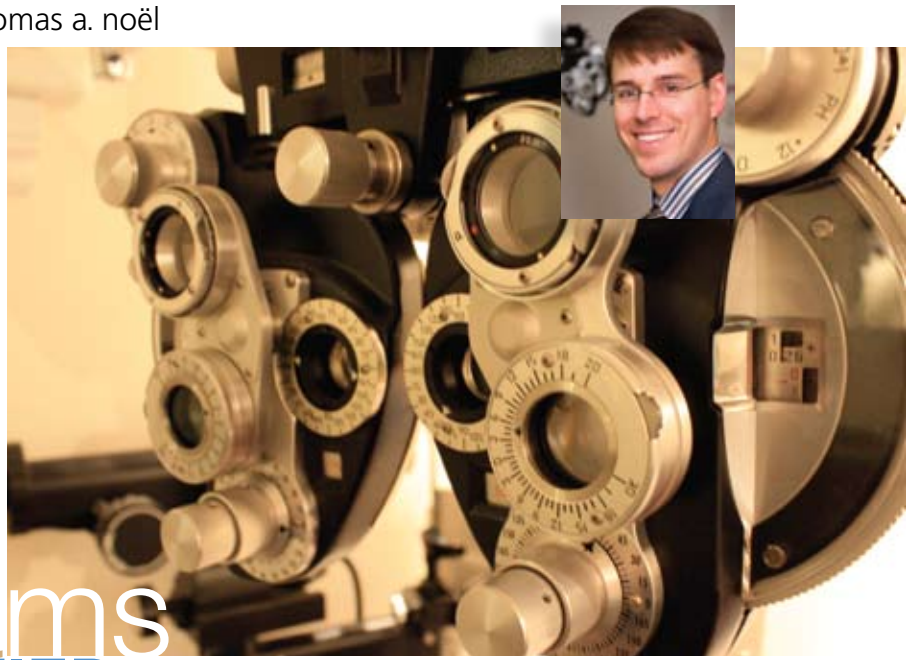
This extravagant dress is a showstopper and the perfect fit for a bride who is looking to make a statement on her big day.

Two in One!

McCaffrey Haute Couture designs can be made to zip off. This versatile option allows you to wear two dresses on your big day. The classical dress, perfect for the ceremony, transforms into a cocktail dress for the celebration.



eye see you series by dr. thomas a. noël



Eye Exams DEMYSTIFIED

When considering primary health care providers, Canadians are quick to list their family physicians and dentists. However, optometrists aren't always on the forefront of their mind. Often, a referral from a physician is what brings a patient to our office for the first time, because many people don't realize the impact of their eye health on their general well-being.

Diseases of the eye rarely cause severe pain. Therefore, eye care is often neglected until vision complications become a hindrance to daily life.

A common misconception is that the purpose of a visit to the optometrist is to obtain a prescription for eyeglasses. Patients wait until their distance vision becomes troublesome, or when their arms are not "long enough" to accommodate their reading materials.

Eye health care is also a preventative measure. It is recommended that a routine exam be conducted annually as a method of safeguarding overall health.

An examination not only provides an accurate prescription for optimum vision, but it allows an in-depth view of your visual pathway, looking at the health of your retina and binocular vision.

A complete eye health examination takes between 20 to 30 minutes. However, the results are applicable to all aspects of your daily life. During the course of the appointment, your optometrist can detect diabetes, glaucoma, neurological disorders, and even some forms of cancer.

So once you've seen your optometrist, and been given a clean bill of ocular health, how do you read the prescription? Numbers and abbreviations combine to create a customized solution for optimum vision, but what does it all mean?

Hyperopia (far-sightedness) and myopia (near-sightedness) are the most common refractive errors. Good vision occurs when light focuses on the retina at the correct point – the macula – light may need to converge or diverge to produce good vision.

Astigmatism, a secondary correction in the lens, is the most misunderstood when speaking with patients. The concept of good vision at a distance or near is easy, but how vision can be blurry at all distances is sometimes harder to understand. Astigmatism is caused by a cornea that is irregularly shaped, as opposed to being perfectly even throughout its surface. The implementation of a toric lens (often seen on a prescription as a cyl with an axis) will provide crisper, sharper vision.

Probably the most dreaded glasses-related item an optometrist can mention is bifocals. As we age, the crystalline lens of the eye (that changes shape to accommodate vision at all distances) loses elasticity, reducing visual acuity at near distances. This condition, known as presbyopia, is easily managed with the addition of an invisible bifocal (progressives). A good-quality progressive lens will dramatically improve your vision and contrast sensitivity.

Getting the proper prescription of glasses at your optometrist will make the world of difference to your vision.

Visiting the optometrist doesn't need to be an enigma. Optometrists are primary health care providers who are there to answer your questions and provide excellent eye care.

So when's your next appointment? ■

Relieving Computer-Related Eye Strain

AND ENJOYING UV PROTECTION FOR YOUR EYES

Eye fatigue, eye strain or asthenopia. The word may change but the conditions remain highly undesirable. With Canadians spending such a significant amount of their time staring at an electronic screen, many are subjecting their eyes to unnecessary strain. If looking at a close-range object for long periods of time, some specialists recommend looking away every 20 minutes and putting up reminders to blink, as the eye tends to blink a lot less when staring into a computer monitor. Eyeglass and contact lens wearers suffer from increased strain on their eyes, whether due to dryness, scratching or glare. Essilor created Varilux® Computer™ DS lenses, which provide the wearer with a correction adapted to the task of working at a computer. Lighting and screen reflections are removed, thanks to their Crizal® coating, and monitor contrast is improved, leading to clearer vision and less strain, first on the eye, then on the body and mind. The makers of Crizal also believe that where eyes are the mirrors of the soul, they are also precious and delicate, albeit complex organs that need protection and care. With this in mind, they have recently launched Crizal UV lenses that offer the best UV protection for your eyes, thanks to built-in third-party-accredited UV protection technology. Crizal UV is also available on prescription sunglasses so you can benefit from the highest UV protection at all times. All Crizal lenses come with a certificate of authenticity to make sure that you get what was promised: lenses that repel dust, water, scratches and glare.

For more information, visit **www.crizal.ca** and **www.varilux.ca**.

CANADA'S GENERIC PHARMACEUTICAL INDUSTRY

Manufacturing For Export

Generic pharmaceutical companies ***export more than 40% of domestic production to more than 115 countries worldwide.*** Most of the pharmaceutical manufacturing capacity in Canada is owned and operated by the generic pharmaceutical industry.

Investing In Research & Development

The generic pharmaceutical industry ***employs approximately 12,000 Canadians and invests $615 million annually*** in scientific jobs, research and development. The industry operates the largest life sciences companies in Ontario, Quebec and Manitoba.

Innovating For Savings

Generic drugs are dispensed to ***fill 60 percent of all prescriptions in Canada, yet account for only 25 percent of the $22 billion*** Canadians spend annually on prescription medicines. Between 2007 and 2011 the availability and use of generic prescription medicines ***saved*** Canada's health-care system ***$26-billion***.

CGPA
GENERIC DRUGS
SAME QUALITY
BETTER PRICE

Canadian Generic Pharmaceutical Association
4120 Yonge St., Suite 409 | Toronto, Canada, M2P 2B8
Tel.: (416) 223-2333 Fax: (416) 223-2425

www.canadiangenerics.ca

THE CASE FOR **GENERIC DRUGS**

Increased generic drug use can save Canada's health care system money.

If you are going to be sick in Ontario, it pays to get the "right" disease. Take John Colmar of Belleville, for example. In July 2010, Colmar was diagnosed with a rare form of blood cancer and prescribed Sorafenib. Typically, Health Canada steps in to cover part or all of the costs of medication – but Colmar was out of luck. Health Canada approved Sorafenib for some types of cancers, but not for Colmar's: acute myeloid leukemia. This bureaucratic sticking point meant that Colmar had to pay the entire $8,000 monthly bill for medication out of his own pocket. Colmar had not, according to Health Canada regulations, contracted the "right type" of cancer.

Not getting the "right" disease (and prescription to match) which met Ontario's drug assistance plan criteria literally shortened Colmar's life. Or as Colmar, a businessman, father and grandfather said at the time: "I can live 10 years with it (Sorafenib) or 10 days without it." Once Colmar's health insurance and savings ran out, he had to live without it. He died months later. Worse, Colmar's situation was not and continues not to be an isolated one. In its national report card in 2010, the Cancer Advocacy Coalition of Canada reported cancer patients were remortgaging their homes to pay for cancer drugs. The Canadian Cancer Society estimates cancer drugs cost an average of $65,000 a year per patient. One in 12 Canadian cancer patients (like Mr. Colmar) in 2010 were not able to access the cancer drugs necessary to prolong life.

Why are some Canadians like Mr. Colmar denied access to medical services or treatments? The reason, like with so many aspects of life, is money, or more precisely the lack of it. The pharmaceutical or service is expensive and with burgeoning health-care costs in Canada something has to go. Services and drugs are delisted or removed from health care coverage by the province. Sometimes delisting occurs due to safety concerns, but more often than not, as in Colmar's case, the reason is financial. And with health care spending rising faster than inflation and population growth, delisting can be expected to continue for some time to come. Spending on health care reached 11.6 per cent of Canada's gross domestic product (GDP) in 2011, slightly down from an historic high point of 11.9 per cent in 2009 and 2010. According to the Canadian Institute for Health Information (CIHI), total health care spending in Canada reached $200.5 billion in 2011, growing by $7 billion in the same year.

> Canadian Generic Pharmaceutical Association (CGPA), saved Canada's health-care system nearly $26 billion since 2007

Clearly, cost containment is necessary. In the case of pharmaceutical drugs at least, the use of lower-cost generic drugs – that is, pharmaceutical copies of brand-name drugs manufactured after their patent protection has expired – is one solution. Lowering the cost of the drug part of the health care equation might result in less delisting and tragedies like Colmar's.

Why are generic drugs the answer? They cost substantially less than their brand-name counterparts and save governments and patients millions of dollars. A 2008 report by the Canadian Competition Bureau called *Benefitting from Generic Drug Competition in Canada: The Way Forward*, suggested changes to the way governments and private insurance plans pay for generic drugs could save Canadian taxpayers up to $800 million a year. Generic drugs have, according to the Canadian Generic Pharmaceutical Association (CGPA), saved Canada's health-care system nearly $26 billion since 2007. A Columbia University study found that every dollar invested in new medicine yields seven dollars in savings to the health care system by reducing hospital, physician and home care costs.

Better yet, the use of generic drugs is increasing. Last year, generic drugs filled 69 per cent of all prescriptions paid for by the Ontario government. Between 2006 and 2007, generic drug expenditures increased by more than 20 per cent to $4.1 billion. (That amount is expected to increase further as several highly prescribed drugs are scheduled to come off patent in the coming years.) As the use of generic drugs has expanded, so too has the range of prescription drugs available through Ontario's drug plan. Ontario added 186 new brand-name and generic drugs and 49 cancer drugs to its Ontario Drug Benefit Program's formulary from January 2006 to June 2011.

Jim Keon, President of the Canadian Generic Pharmaceutical Association (CGPA), says a wide availability of generic prescription medicines is essential to sustainable health care.

The CGPA represents manufacturers, distributors and suppliers to Canada's generic pharmaceutical industry. "Generic drugs are providing excellent value for Canadians, and those savings are increasing," Keon says. "In fact, generic drugs are the only component of Canadian health care where costs are actually decreasing." Growing the generic drug market would, according to Keon, result in even more benefits to Canadians.

In 2010, the Ontario government announced plans to increase access to generic drugs by reducing their cost. The centerpiece of the plan was to lower the cost of generic drugs purchased out of pocket or through private employer drug plans by more than 50 per cent. By 2014, the government stated that generic drugs in Ontario would be sold for no more than 25 per cent of the cost of the original brand-name drug.

For complicated reasons, Canadian prices for generic drugs are among the highest in the world. A study released by the Fraser Institute (entitled *Canada's Drug Price Paradox 2010*) compared 64 generic drugs available in Canada and the United States. Canadian prices, it found, were on average 90 per cent higher than their American counterparts. Interestingly, there were also price discrepancies between specific drug categories. For instance, for generic drugs that were more expensive in Canada, prices were an average of 153 per cent higher than in the United States. Conversely, for generic drugs that were less expensive in Canada, prices were an average of 38 per cent lower than in the United States. Retail prices for generic copies in Canada were 73 per cent of the price of their brand-name medicine, compared with just 17 per cent of the brand-name medicine in the United States.

The Ontario government points the finger at pharmaceutical rebates. Generic manufacturers, the government maintains, were paying pharmacies to encourage them to stock their drugs. The manufacturers would provide pharmacies with a rebate of an average 40 per cent of the invoice price. That is, pharmacies obtained drugs at a low wholesale price. They then invoiced the government for the same drugs at the significantly higher provincial drug formulary price. Pharmacies, the government maintains, then kept the savings to the tune of $240,000 a year on average, based on 30,000 generic drug prescriptions a year.

> …Canada (needs to) increase generic drug use to the levels found in the United States. This alone would save Canada $1.6 billion… in first year alone.

To counteract this effect, the government announced in April 2012 that it would lower the provincial drug formulary price it pays for the top 10 generic drugs to 20 per cent of their brand-name equivalents. This is lower than the current rate of 25 per cent of the brand-name equivalent price. (Other provinces have also followed suit in a bid to drive down the price of generic drugs. Quebec's health-care policy, for instance, requires the province to match the lower generic drug price available in Canada.)

However, according to Keon, the Ontario government's actions come with a price tag. Suddenly yanking down the cost of generic drugs, Keon maintains, comes with serious repercussions. Lower returns on generic drugs may act as a disincentive to pharmaceutical manufacturers. This could, in turn, jeopardize the supply of generic medicines in Ontario and Canada.

"The Ontario government must recognize that further price cuts will result in fewer cost-saving generic drugs coming to market, and at a later date," says Keon, adding the changes were implemented without consultation with the generic drug industry. "That will leave the Ontario government and other payers paying for the brand-name drug."

Economic repercussions might also be felt inside the industry. Ontario-based generic drug companies employ 8,000 people in research, development and manufacturing… and export more than $1 billion worth of products each year. Further, Keon adds there are plausible alternatives to the Ontario government's current policy regarding generic drugs. *The Drummond Report* on the state of Ontario's public services – which coincided with the release of the *2012 Ontario Budget* in March – is one. The report made several recommendations regarding pharmaceuticals. These included using an evidence-based approach to decisions regarding coverage of new brand-name drugs, permitting pharmacists to substitute less expensive alternatives to prescriptions and to administer injectable and inhalant medicines. Another recommendation would allow pharmacists to prescribe for minor ailments.

Keon also proposes Canada increase generic drug use to the levels found in the United States. This alone would save Canada $1.6 billion in prescription drug costs in the first year alone. Generic drugs fill 54 per cent of prescriptions in Canada. In the United States, they fill 75 per cent of all prescriptions. "It is clear that governments, employers and patients could save significantly more if generic utilization rates in Canada reached levels achieved in the United States," said Keon. To this end, Keon recommends providing incentives to generic drug producers. Ensuring that new generic drugs are quickly added to the government's drug plan formulary is one such incentive. Others include providing incentives for generic drug firms to challenge invalid or non-infringed drug patents. These steps would "reduce health-care spending with no adverse impact on patients," says Keon.

However, no matter what approach is taken, it is clear that generic drugs provide part of the solution to Canada's health-care expenditure woes. Unless a solution is found and found fast, premature and unnecessary deaths like that of Colmar will continue. Preventing them is worth any cost. ■

To Pool **Or Not to Pool?**

Pooled Registered Pension Plans (PRPPs) are Canada's latest pension-planning tool.

Fred Swedlove, President of the Canadian Life and Health Insurance Association

To pool or not to pool? That is the question – at least among Canada's retirement experts. Pooled Registered Pension Plans (PRPPs) were proposed last November by the federal government and are intended to provide workers within small and medium-sized businesses — as well as the self-employed — with a simple low-cost, way to save for retirement. But are they right for you?

Your retirement income will be made up of several pieces. For most Canadians, the major income sources will be the Canada Pension Plan and Old Age Security, company pensions and Registered Retirement Savings Plans, non-registered savings and amounts in a Tax Free Saving Account and maybe an inheritance or the proceeds from the sale of a home.

But government research says that almost two-thirds of Canadians are expected to have insufficient retirement savings. (Around 60 per cent of Canadians have no workplace pension plan.) And while Registered Retirement Savings Plans (RRSPs) started out in 1959 with a focus on retirement, they are increasingly used for other purposes – buying a first home or going back to school, hanging a big flat-screen TV on the wall, or simply as temporary savings to help escape winter's chill. And many Canadians don't use the savings capacity that RRSPs provide, perhaps thinking they can save later. But that leads to choosing potentially risky "catch-up" investment strategies.

Traditional pension plans – whether they provide a "defined benefit" that pays you a known percentage of your salary after you retire or use "defined contributions" to build an investment nest-egg — impose significant management and reporting duties on employers. And while large employers can hire staff or consultants to do that, smaller employers need a simple "off the shelf" approach. Increasingly, employers have used "group RRSPs" to fill that role. But because workers can withdraw RRSP funds for any reason, group RRSPs may not meet employers' or workers' retirement funding objectives.

PRPPs attempt to bridge this gap between traditional pensions and RRSPs by providing pensions that focus on retirement income, without the administrative complexity of traditional pension plans or the higher cost of "retail" RRSPs. (High management expenses, lower returns), PRPPs represent a "wholesale" model with much lower costs that are normally only available through pension plans for large companies.

PRPPs will be administered by licensed providers – probably banks and life insurance companies – since they already provide similar services to group RRSPs and pension plans. Other providers, like large pension plans for teachers and government employees, might also be permitted to run PRPPs.

Employers will automatically enroll workers, but workers will have the right to opt out at any time. Rules that are still being developed by Finance Canada may allow workers to be automatically re-enrolled at a later date, again with an opt-out right. The idea is that even if they aren't prepared to contribute today, workers should be given the opportunity to review that decision periodically, rather than opt out now, only to find that they "never got around to saving" when they reach retirement age.

Plans will offer a limited number of investment options, so that consumers aren't overwhelmed by too much choice — what international research has called "paralysis by analysis." Investment options will have to be designed to allow the creation of a "prudent portfolio."

One likely approach to investments is the use of "lifecycle" funds as a default investment option. These arrangements gradually adjust the mix of investments to become more cautious as we age. The rationale is that bonds are more likely to produce secure and stable retirement income, so the investments held in your plan should better match your income needs as you approach and move into your retirement years. For instance, if you're 25 when you enter a lifecycle fund, the investments might be 75 per cent in stocks, and only 25 per cent in bonds. By age 65, the mix might have shifted to 35 per cent stocks, and 65 per cent bonds. If the rules allow you to draw your retirement income from the PRPP, the investment mix might be 20 per cent stocks and 80 per cent bonds by the time you're age 80.

In Quebec, Sun Life Financial, one of

Canada's largest insurers, has already mapped out the structure of its Voluntary Retirement Savings Plan (VRSP, the Quebec version of the PRPP) product. Sylvain Bouffard, director of public affairs for Quebec at Sun Life, said the VRSP product would give two-million Quebecers access to a retirement savings plan. "The VRSP will give us a chance to reach them," Bouffard said, adding Sun would "offer lifecycle funds as a default investment option."

In addition to automatic enrolment and default investment options, PRPPs will probably be designed to permit your contribution rate to increase automatically over time. The logic is that starting to save gradually allows you to adapt more easily to any change in your take-home pay, and to develop smart savings habits. And as with simply participating in the plan, you'll be able to opt out of automatic increases in your contribution rate or select a higher or lower contribution rate, as well as choose different investment options.

Not everyone is convinced that PRPPs are a good idea. Some prefer RRSPs and the ability to withdraw funds for purposes other than retirement. Others suggest that defined benefit plans are better, but if employers won't offer them, that seems to be a moot argument. Similarly, some have argued that expanding the Canada Pension Plan would provide the best option.

While Canada's Finance Ministers unanimously agreed, in December 2010, to move forward with PRPPs, so far only the federal government and Quebec have taken action. Of course, the creation of the Pooled Retirement Pension Plan is also contingent on the support of the provinces. The federal Bill C-25 creates a PRPP framework, but it will only apply directly in workplaces that are subject to regulation by the federal government: banking, airlines, railways, shipping and communications. Most of these industries already have pensions. For other types of businesses, the provinces will need to enact legislation and set up their own licensing and regulatory regimes for the PRPP framework to fully come into effect. That may be where the headaches come into it.

Bill C-25 has stuck in the craw of several provinces, including Ontario. The Ontario Government made its displeasure clear during its 2012 budget slamming PRPPs as an inadequate solution to Canada's pension savings crunch. Ontario stated the presence of PRPPs would fail to boost the total number of Canadians with a registered pension plan (RPP) – it would just add another product into the mix. (A mere 38 per cent of all employees had an RPP in 2008 – the majority of them (84 per cent) in the public sector. Just 25 per cent of private sector employees had an RPP that year.) Ontario favours enhancements to the existing Canada Pension Plan, and seems to want CPP expansion at the same time as any adoption of PRPP. Ontario has also expressed concern that the employees' contributions might not be accessible in cases of financial hardship.

While federal, provincial and territorial governments have committed to considering modest and gradual changes to the CPP, what those terms mean is unclear. And importantly, changes to the CPP require the consent of 2/3 of the provinces with 2/3 of the population. (Those fractions include Quebec, even though it runs its own, broadly parallel, pension plan, the QPP.) So it isn't clear that agreement to amend the CPP is likely in the near term.

Quebec has had a warmer response to the federal legislation – which is seen as a solution to Quebec's low retirement savings rate. The provincial government estimates 30 per cent of workers, mostly in the $20,000 to $60,000 earning bracket, have no retirement savings at all. Starting in 2013, Quebec will implement its VRSP. All employers in the province with five or more employees with no existing pension plan or group RRSP will be obliged to enroll staff in a pooled plan. Companies with fewer than five employees, the self-employed and individuals would also have the choice to participate. Participating employers wouldn't be required to contribute. And under the Quebec model, employees would be able to withdraw their own contributions under certain conditions.

While the provinces' reaction has been mixed, the reaction from Canada's small and medium businesses is mostly positive. A poll conducted by Leger Marketing in January 2012 on behalf of the Canadian Life and Health Insurance Association (CLHIA) shows 68 per cent of small and medium enterprise owners (SMEs) are interested in providing PRPPs. Over 800 companies were surveyed in the poll. Two-thirds of employers interviewed also believed employees would embrace the opportunity to contribute to a PRPP. The CLHIA represents the vast majority of Canada's life and health insurance industry; its members manage more than two-thirds of Canada's private sector pension plans. Frank Swedlove, president of the CLHIA, said the poll shows that "these savvy employers know a good thing when they see it."

"Small and medium-sized business executives are ready to embrace PRPPs as they look for new ways to keep employees and attract new people," says Swedlove. "We are on the cusp of making a fundamental shift in the pension landscape."

Another sign of employer support of PRPPs is the 73 per cent of SME executives who indicated they would not only provide PRPPs to employees but would "look at ways their business could contribute to the plan over and above what the employee puts into it." Under the current legislation, it is not mandatory for employers to contribute to the PRPP.

Although it is unclear whether all Canadian provinces will adopt legislation to implement PRPPs, one thing is certain. Despite its pros and cons, the mere concept of Pooled Registered Pension Plans certainly has Canada's pension world talking. ■

Rail on the Rise:
Getting Products to Tidewater as Efficiently as Possible

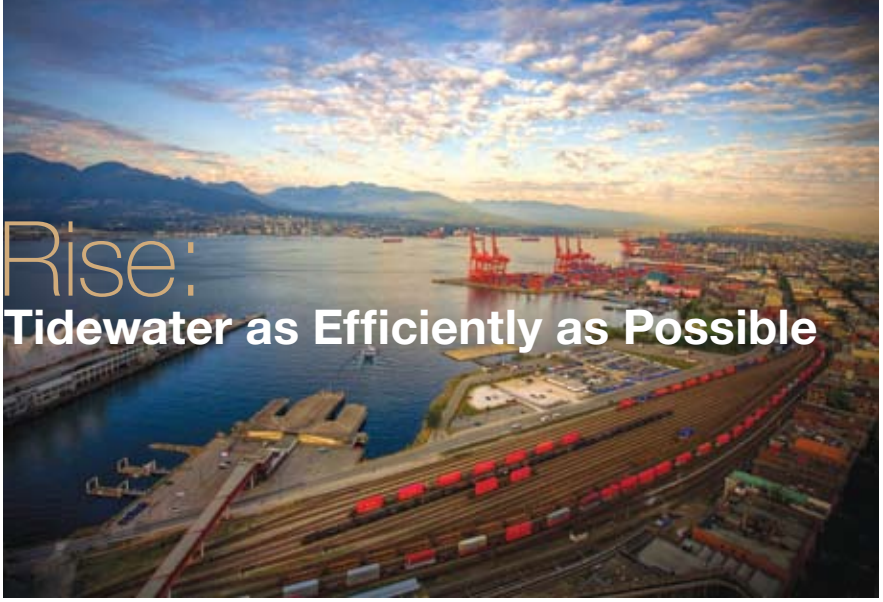


PHOTO: COURTESY RAILWAY ASSOCIATION OF CANADA

Canadian rail continues to extend and expand its network to encompass the entire world. "Our railways have worked diligently with customers to improve service," said Michael Bourque, president and CEO of the Railway Association of Canada (RAC). "They have signed service level agreements with many shippers and collaboration agreements with supply chain partners including the major ports and terminals".

2011 was a year full of excellent progress for CN and CP (Canada's two Class I rail carriers) and most of Canada's 40 short-line operators.

CN's broad-based service innovation allowed it to grow the business faster than the overall economy, which translated into record annual carloadings, revenues and earnings. For the year ended December 31, 2011, CN's rail freight revenues reached $8.1 billion, up 9.4 per cent from $7.4 billion in 2010. Carloads were up by 3.8 per cent in 2011 at 4.9 million, compared to 2010's 4.7 million, while route miles (including Canada and the U.S.) decreased by 3 per cent – from 20,600 in 2010 to 20,000 in 2011.

CN's role as a transportation backbone of the economy makes it indispensable to many of the most important industries in North America, transporting goods throughout the continent. CN's sustainability practices have earned it a place on the Dow Jones Sustainability Index (DJSI) North America for a third straight year — the only railroad to have achieved this distinction.

CN's Precision Railroading model, which focuses on improving every process that affects delivery of the customers' goods, continues to guide the railway's performance. In 2011, CN strengthened its commitment to Operational and Service Excellence through a wide range of innovations anchored on its continuous improvement philosophy.

While CN is a leader in fast and reliable service hub-to-hub, the railway brings greater value to the entire range of interactions with its customers. CN's "first mile/last mile" efforts include developing a sharper outside-in perspective to better monitor traffic forecasts; from moving its car-management distribution activities forward to higher and more responsive car-order fulfillment. (An outside-in perspective means that companies aim to creatively deliver something of value to customers, rather than focus simply on products and sales.)

CN's relentless focus on execution supports all of its activities. The railway's investments in capacity contribute to enhancing the fluidity of its network. "We work hard to run more efficient trains, reduce dwell time at our terminals, and improve overall network velocity," says Claude Mongeau, CN's president and CEO."

Improving the efficiency of the entire supply chain

The greatest opportunity to take railroading to the next level is to improve the efficiency of the entire supply chain. CN sets its sights on becoming a true supply-chain enabler, a player that can be a key part of the solution, that can help elevate logistics performance end-to-end. CN is well-positioned to use collaboration as a driver of accountability.

"We are at the forefront of groundbreaking supply chain and service level agreements throughout our North American network," Mongeau said. "Such agreements are not based on templates or a one-size-fits-all approach. Each is unique and custom-made to reflect mutually-agreed-upon goals in a complex network business, including car supply, dwell time, and loading requirements. Customers are starting to see significant value in this collaborative framework and the positive results will continue to gain momentum.

"We are driving supply chain improvements across all segments of the business. In Bulk, be it in grain, potash or coal, we are pursuing greater operating efficiencies and helping our customers find their place in global markets. In Manufacturing, be it in forest products, metals or petroleum and chemicals, we are focused on better car order fulfillment to gain market share one carload at a time. In Intermodal, we are taking advantage of supply chain agreements with every major port and terminal operator in Canada to open up new gateway markets."

Helping coal customers serve global markets

In 2011, CN moved more than 20 million tons of coal and petroleum coke destined for offshore markets. As capacity limits in West Coast coal

export terminals were constraining coal producers, CN took action – instead of waiting for capacity to expand.

Building on CN's innovative end-to-end supply chain agreements, the railway developed an exclusive information system to better manage the flow of coal "from the mine to the ship."

Working with customers and coal terminal operators, CN made the most of the supply chain by modifying scheduling for ships and trains, and making other changes to improve productivity and fluidity.

As a result, CN moved more than a million tons of additional coal in 2011 that may never have made it to market, a substantial contribution to help its customers grow their business.

Gains for Grain

CN's Scheduled Grain Service, introduced in 2010, contributed to the railway's success in moving more than 125,000 grain cars to export terminals in Vancouver and Prince Rupert during the 2010-2011 crop year ended on July 31 — the most in 20 years. During the fall of 2011, when the crop was really starting to move, CN handled record weekly volumes of grain and achieved high levels of car-spotting reliability. Under what is a much more disciplined approach to grain service, fully 95 per cent of grain traffic is now scheduled.

Having a pre-established day of the week for service allows customers to plan more accurately for their own business activities. It facilitates communications. Transit times, cycles and reliability have improved as well, increasing empty-car flow and fleet capacity for grain customers. The plan allows CN to smooth the network traffic over seven days instead of the five-day period used in the past. CN's new grain plan is intended to help improve the supply chain for exporting grain to world markets while tightly managing costs and network balance.

As for CN's main competitor, for the year ended December 31, 2011,

PHOTO: COURTESY RAILWAY ASSOCIATION OF CANADA

CP's rail freight revenues reached $5.2 billion, up 3.9 per cent from almost $5 billion in 2010. Operating income was $967 million in 2011, a decrease of $149 million, or 13 per cent, from $1.1 billion in 2010.

This decrease was primarily due to significant disruptions to train operations across the network in the first half of the year due to unusually severe winter weather and subsequent flooding; the net unfavourable impact of higher fuel costs; increased IT costs and higher crew training expenses to meet business demand and attrition.

Canadian Pacific's current strategy is built on five core beliefs: service, safety, productivity and efficiency, people and growth. However, Hunter Harrison, CP's newly-appointed president and CEO, will lead a multi-phase process over the next four years to deliver further improvements to CP's performance.

As a part of its bulk portfolio, CP plays a critical role in the movement of agricultural products from key producing regions in Canada and the U.S. to markets throughout the world. The core of CP's grain business is the movement of whole grains like wheat, canola, corn, soybeans, specialty crops and product from grain processors.

CP's new Scheduled Grain Program has established a Transportation Hub System that delivers dedicated day-of-week service. This means better reliability, maximizing grain elevators' capacity, improving car velocity, improving on-time performance, and creating capacity for growth.

CP serves the metallurgical coal market – used primarily in steel manufacturing – and the thermal coal market used for power generation. Within its bulk coal franchise, CP's metallurgical business is almost entirely generated from Teck Resources' five mines in the Elk Valley region of southeastern British Columbia.

Most of this coal volume is moved to Port Metro Vancouver for export. In 2010, CP announced a 10-year agreement with Teck that provides for a collaborative approach to the coal supply chain and investments by CP that will increase coal-handling capacity and productivity through long trains to support Teck's volume growth.

CP continues to invest in building a truly world-class coal transportation model. Its service is based on highly efficient unit trains in continuous motion through the mine-to-port transportation cycle.

As part of CP's merchandise portfolio, the forest products sector consists of the movement of lumber, panel, and pulp-and-paper products.

The pulp-and-paper products originate from CP-served mills in B.C., Ontario and Quebec. Mills in the interior of B.C. ship two-thirds of their production to Asia through Port Metro Vancouver and the balance moves to various North American markets. In recent years, B.C. mills have made capital investments and when the economy recovers, are positioned for long-term success.

CP's lumber movements represent 26 per cent of CP's forest products business and move primarily from western-based reload facilities to markets across North America.

CP's industrial and consumer products business encompasses a wide array of commodities grouped under energy, chemicals and plastics, mines, metals and aggregates. CP's industrial and consumer products traffic is dispersed widely across the Canadian and U.S. network. ■

Editor's Note: The rest of this story will appear in our next issue. Please visit www.ottawalife.com to read the full version.

cover by simon vodrey

Horse Sense & GOVERNMENT Nonsense

Public-Private Partnerships Are Not Subsidies

The Ontario government's decision to end the Slots at Racetracks Program *has a detrimental effect for Ontario's vibrant horseracing and equine industries.*

THE COMEDIAN GROUCHO MARX ONCE COMMENTED that: "Politics is the art of looking for trouble, finding it everywhere, diagnosing it incorrectly and applying the wrong remedies." That observation may well describe the Ontario government's decision to abruptly end the *Slots at Racetracks Program*, a successful revenue-sharing program that has, for almost 15 years, mutually benefited the government, the horseracing and equine industries and many small towns in rural Ontario.

The vehicle for the Ontario government's unexpected decision was its March 27, 2012 Budget when Finance Minister Dwight Duncan rose to his feet at Queen's Park and unveiled the document entitled *Strong Action for Ontario*. It outlined how Premier Dalton McGuinty's Liberal government would eliminate the province's massive $15-billion deficit within the next five years. Ontario horsemen, jockeys,

PHOTO: COURTESY RCR

breeders, equine suppliers, blacksmiths, saddlers, veterinarians and farmers had no warning that contained within the 332-page document was a proposed initiative named *Modernizing the Ontario Lottery and Gaming Corporation* (OLG), which would eliminate the *Slots at Racetracks Program* by March 31, 2013, threatening the sustainability of the industry and a large segment of Ontario's agricultural industry that it supports.

Since its provincial government-initiated inception in 1975, the OLG has been the Crown corporation responsible for running Ontario's gaming industry, ranging from the sale of lottery and bingo tickets to the oversight of Ontario's many resort casinos. Betting on the horses has been a time-honoured practice in Ontario since before Confederation, but, with the introduction of the *Slots Program* in 1998, horseracing became more closely tied to the gaming industry. The Budget initiative's plan to remove slot machines from racetracks will undoubtedly loosen those ties. But why would their removal deliver such a crippling blow to the horseracing and equine industry, the second largest sub-sector of Ontario's agricultural economy? The answer can be found in first identifying why OLG and the Ontario government put slot machines at the racetracks in the first place and also how the program functioned for the past 14 years.

Under a revenue-sharing agreement, profits from slot machines located at the tracks were split among the government, the horseracing and equine industry and the rural municipalities where the slot machines were located. The government received 75 per cent of every dollar spent at a provincial track and the industry got 10 per cent for wages and employment purposes. An additional 10 per cent was distributed to the racetracks to augment the purses of prize money, to maintain the tracks and for renovations. The final 5 per cent went to the rural municipalities. The subtext of the initial implementation of the *Slots at Racetracks Program* reveals a financial olive branch offered to the horseracing industry and a calculated conclusion based on social perception.

> Since its inception in 1998, the *Slots at Racetracks Program* earned Ontario roughly a billion dollars in revenue every single year.

In the 1990s, knowing that slot machines were a crucial source of revenue, the OLG and the government needed to find an appropriate venue to expand the use of slots beyond Ontario's numerous pre-existing casino facilities. Social perception made this a difficult task, since many Ontarians were reluctant to have new gambling facilities anywhere near where they lived. The province's racetracks soon came to be seen as the appropriate place for the excess slot machines. As Ian Russell – president of Canada's largest equine supplier, Greenhawk Harness and Equestrian Supplies Inc. – explains, "[the] racetracks are already located in socially acceptable places for gambling to occur." Ed McHale, who serves as director of the National Capital Region Harness Horse Association (NCRHHA), offers the Ottawa-area perspective on this same issue by noting that: "Nobody wanted the slots anywhere and they decided that the best place (because they had nowhere else to put them) was the racetracks." Yet there was another reason that the province's newly expanded slot facilities found what many thought would be a permanent home at the province's racetracks: a compromise with the horseracing industry.

Anna Meyers, president of the Standardbred Breeders of Ontario Association, identifies the compromise offered to the racing industry by the OLG in 1998 by stating that "we knew with the introduction of slot machines at racetracks, there would be some cannibalization of the wagers placed on the horses involved in horseracing, but we also knew that the revenue-sharing element of the *Slots at Racetracks Program* could also raise a lot of money both for the horseracing industry and the province."

Or, as John Macmillan, executive director of NCRHHA, puts it: "We thought we could play off of one another, allowing both horseracing (through bets placed on horses) and the slot machines to be profitable. We felt that it would even out, because whatever revenue the industry lost through reduced wagers placed on horses due to the presence of the slot machines would be offset by the share of revenue kept from the slot machines." And, as the results demonstrate, these two competing forms of gambling were able to "play off of one another" for quite some time.

Since its inception in 1998, the *Slots at Racetracks Program* earned Ontario roughly a billion dollars in revenue every single year, most of which was gladly accepted by the province to help pay for essential services. In fact, between 2001 and 2011, after OLG commissions and expenses were deducted, the program delivered over $9 billion in revenue to the province. Each year, hundreds of millions of dollars from the horseracing industry's portion of the lucrative revenue-sharing agreement were reinvested in the horseracing community. In 2010 alone, the industry received $334 million from its share of the *Slots Program*. That $334 million was split down the middle between the horse owners, racers, trainers and breeders on the one hand, and the racetracks on the other hand.

However, the $334 million pales in comparison with the approximately $2.3 billion the industry spent in Ontario that same year. Most of the $2.3 billion was spent in rural communities, stimulating the local economy through the purchase of services like training and grooming or goods like saddles, trucks, trailers and gasoline. All of these essential goods and services, part of the cost of doing business in Ontario's thriving horseracing and equine industry, provided additional tax revenue for Ontario. But with the delivery of the Ontario Budget on that cold day in March, and its passage on the first day

SPECIFIC ACTIVITIES HELD AT RCR

Gloucester Fair (Last 13 years)
Spartan Races (7,000 participants)
1000 Wishes: World's Biggest Golf Event fundraiser
1812 Military Celebrations
3'2 Company Night at the Races Fundraiser
3s Company
Aboriginal Day at the Races
Académie catholique Ange-Gabriel Fundraiser
Algonquin College Fundraiser
Alta Vista Veterinarian
Aphasia Centre of Ottawa
Arnprior Night at the Races
Arts Court Night at the Races Fundraiser
Association Emiliana Fundraiser
Australia
Aware (Animal Wellness Awareness Rescue Education)
BARK – Bytown Association for Rescued Kanines
Beckwith Township Night at the Races
Big Bike for the Heart and Stroke Foundation
Bikers Against Brain Cancer Fundraiser
Birch Haven Rescue and Rehabilitation Services
Black Canadian Scholarship Fund
Blossom Park Night at the Races
Boys and Girls Club
Breast Friends Club Weekend to End Breast Cancer Fundraiser
Brinston Night at the Races
Bruce House
Bust a Move Fundraiser
Bytown Storm Triathalon Fundraiser
Canadian Blood Services
Canadian Federation of chefs and cooks
Canadian Guide Dogs for the Blind
Canadian Nurse Foundation
Canadian Showtime Chorus
Canadian Showtime Chorus Fundraiser
Candle Lighters
Caribbean Carnival Soiree
Carleton Place Night at the Races
Carleton Russell Holstein Club
Carp Lynx Fundraiser
Casselman Night at the Races
Centre Pauline Charon Night at the Races Fundraiser
Centre Pauline- Charron
CESA-EO Fundraiser
CHBO – Canadian horse Breeders of Ontario
CHEO PKU – CHEO Phenylketonuria
Chesterville Night at the Races
Christina Polifroni
CIBC Run for the cure
Clarence Rockland Night at the Races
Cornwall Night at the Races Fundraiser for Team Cornwall
Corporation de la cite de Clarence-Rockland/ City of Clarence Rockland
Corporation of the Town of Perth
Cougars
Council of Canadians with Disabilities Fundraiser

PHOTO: TARA HILL STUDS LTD

Crohns and Colitis Foundation of Canada
Cumberland Jr. Grads Hockey Fundraiser
Cumberland Ward Night at the Races
Dine 'n Dash for Dom
District A-4 Lions Club Fundraiser
Down syndrome Association & Capital City Condors Fundraiser
Early Childhood Partnership
East Ottawa Chamber of Commerce Business After Hours Fundraiser
Easter Seal Society
Eastern Ottawa Resource Centre
Edwardsburgh-Cardinal Night at the Races
Embrun Night at the Races
Family Fun Day
Federal Liberal party Fundraiser Night at the Races
Findlay Creek Community Association

Celebrating 50 Years of Community Service

Ottawa's Rideau Carleton Raceway is celebrating its 50th Anniversary in 2012! We would like to thank the 120+ community organizations and charities from the National Capital Region that have been a part of the Rideau Carleton Raceway family since 1962. We appreciate your support and look forward to our next 50 years in business. Horseracing is flourishing in Ontario as an exciting, crowd-pleasing sports spectacle. More than 60,000 Ontarians are employed by Ontario's horseracing and horse breeding industry, making it the second largest sub-sector of Ontario's agricultural economy.

Findlay Creek Night at the Races
Friends of the Canadian War Museum Fundraiser
General Dynamics
Gloucester Rangers Hockey Team
Gloucester South Gate Night at the Races
Gloucester South Nepean Night at the Races
Going to the Dogs Fundraiser
Greely Community Children's Fund
Greely Night at the Races
Guyana
Habitat for Humanity Night at the Races
Horse Racing Education
Huntingtons
Indigenous Golf Summit
Innes Fair Night at the Races
Innovative Community Support Services
Irish Society
Jamaica
Journey to Cure Multiple Sclerosis Fundraiser
Juliana's Jewelry Fair Charity Fundraiser
Kaboom; Build A Park Fundraiser
Kanata Oldtimers Hockey Association
Kars Night at the Races
Kemptville Campus University of Guelph Fundraiser
Kemptville Night at the Races
Kiwanis Club
Knights of Columbus
La maison Ronald McDonald House
Ladies Night
Leeds Grenville United Way
Lena Lake Shelter
Liberty Shots and Cougars Conquering Cancer Fundraiser
Light the Night for Bill Watson Fundraiser
Lisa MacLeod Breakfast
Lisa Marie Fundraiser
Lisa's Fund for Cystic Fibrosis Fundraiser
Locks of Love
Make-A-Wish Canada
Manotick Community Association
Manotick Night at the Races
Mathieu Froment Savoie Night at the Races (Gatineau Region Fundraiser)
Meet the Governor's Cabinet
Mercer Relay for Life
Merivale Gardens Co[illegible]ation Fundraiser
Merrickville Night th[illegible]s
Metcalfe Curling Cl[illegible]
Metcalfe Night at t[illegible]
Mississippi Mills N[illegible] in Concert Fundraiser)
Motorcycle Ride [illegible] Prostate [illegible]
Movember [illegible]
Munster [illegible] Fundraiser
Mu[illegible] Races
National Capital [illegible]
National Capital He[illegible] Association
National Capital Skin Diseases Foundation Fundraiser
National Institute of Jamaican- Canadians
Navan Fair Fundraiser
Navan Night at the Races
Nepean Night at the Races
Nepean Raiders Hockey
Nick and Jennie Concur the Volcano Fundraiser
NMHA Minor Peewee "B" Red Raiders Fundraiser
[illegible] Night at the Races
[illegible]ville Night at the Races
[illegible] a Child
Operation Go Home
Orleans Night at the Races
ORMHA – Osgoode Rideau Minor Hockey Association
OS Financial Institution for Cancer
OSFI – Office of the Superintendent of Financial Institutions
Osgoode Minor Hockey Fundraiser
Osgoode Ward Night at the Races
Osteoporosis Fundraiser
Ottawa Centre Fundraiser
Ottawa Coalition of Community Houses
Ottawa Fury
Ottawa Gaels Gaelic Football Club
Ottawa Humane Society
Ottawa Hunger Project Living Resource Centre
Ottawa Lions Club
Ottawa Little Theatre Night at the Races
Ottawa Rotary Home
Ottawa Rotary Home Fundraiser
Ottawa Rotary Home
[illegible] Association
Ottawa South NDP Riding Association
Ottawa Swans Australian Football Club
Ottawa Swans Australian Football Fundraiser
Ottawa Valley Irish Parish Fundraiser
Out of the Gate Ottawa Football Honour Roll
Pediatric Mental Health Centre
Perth Fair Night at the Races
Philippine
Philippine Community Centre
Phoebe Rose Fundraiser
PKD – Polycystic Kidney Disease – Cease and Decyst Fundraiser
Plantagenet Night at the Races
PMRA – Pest Management Regulatory Agency
[illegible] Fundraiser
[illegible] Fundraising Committee
[illegible] Community
[illegible] Resort Night at the [illegible]
Riverside South Night at the Races
RMC Club Foundation- Ottawa Branch
RONA fundraiser for CHEO
Rotary Home
Royal Canadian Legion Branch 314-Manotick Fundraiser
Run for Military Families Fundraiser
Russell Curling Club Fundraiser
Russell Raiders Soccer
Sailors Night at the Races
Saltos Athletics Fundraiser
Save the Children Canada
Shawville/Pontiac Night at the Races
Shepherds of Good Hope
Smart Vest for Sabrina
Smiths Falls Night at the Races
Sons of Scotland
South Africa
South Dundas Fundraiser
South Gloucester United Church
South Ottawa Race Day Cancer Foundation
Spartan Race
Spencerville Night at the Races
Stand up for Kids Fundraiser
Steve Clark Mpp Night at the Races
Stittsville Night at the Races
Survivor Ottawa
Team Diabetes
The Arthritis Society
The Black Canadian Scholarship Fund
The Glebe Centre
The Irish Society
The Men's Project
The National Institute of Jamaican-Canadians
The OK Clean Water Project
The Pearl
The Royal Canadian Legion – Manotick Fundraiser
The Weekend to end Women's Cancers
The Wish Lamp Fundraiser
Town of Mississippi Mills
Township of Beckwith
Township of Drummond-North Elmsley
Township of Lanark Highlands
Township of Leeds and Thousand Isles
Township of Montague
Township of North Dundas
Township of North Grenville
Township of North Stormont
Township of Rideau Lakes
Township of South Stormont
Township of Tay Valley
TROtt – Therapeutic Riding Association of Ottawa Carleton Fundraising Dinner
U16-Halifax Fundraiser
United Way
University of Guelph Kemptville Campus Night at the Races
Upper Canada Fundraiser Night at the Races
Vanier Museopark Fundraiser Night at the Races
Vanier Night at the Races
Vankleek Hill Night at the Races
Wacca- Walls and Ceilings Associations Night at the Races
Wade Wallace Campaign Fundraiser
WaterCan
Waupoos Foundation
Weekend to end breast Cancer
West Carleton March Ward Night at the Races
Williamsburg Night at the Races
Winchester Night at the Races

> The stakes could hardly be higher or the fallout worse from the sudden removal of the Slots…

of summer three months later, the fate of the *Slots at Racetracks Program* was officially sealed.

The Ontario government and OLG have attempted to rationalize their decision to end the Program on purely economic grounds. They maintain that it is a necessary first step in the modernization initiative which will promote economic efficiency in the province's gaming industry and will help reduce the province's unsustainably high deficit. However, the reasoning simply does not add up. On page 39 of the Ontario Budget, it is stated that the modernization initiative will further benefit the province since it "will create 2,300 net new jobs in the gaming industry and nearly 4,000 additional jobs in the hospitality and retail sector by 2017-18." While this may seem positive, closer examination reveals that it requires a tradeoff that is less-than-beneficial for Ontario.

The Budget speaks of "public sector investment" that will be reduced while still allowing the province's gaming industry to make more revenue "through shifting day-to-day operations of gaming sites and lottery distribution to private operations." Is this realistic? Bear in mind that this "public-sector investment" of about $345 million between 2011 and 2012 (and the cumulative total of roughly $3.7 billion that made its way to the horseracing industry from 1998 to date) is not a "subsidy", as Dwight Duncan has said in the past. It represents the horseracing industry's portion of the revenue accumulated under the *Slots at Racetracks Program*, a revenue-sharing agreement, not a "subsidy."

Will the modernization initiative's plan raise more revenue than is now being generated by the current revenue-sharing program when the revenue provided by the OLG's lottery and bingo operations has remained largely stagnant and that generated from charity and resort casinos has declined? Nevertheless, OLG's modernization initiative projects that by eliminating the *Slots Program*, its most profitable revenue stream, and by further developing gaming operations which have historically returned less revenue to OLG and the province, net revenues will increase by more than $500 million by 2015. OLG spokesman Tony Bitonti explained how this paradoxical situation could be plausible by claiming that: "At the moment, it may be true that the bulk of revenue in the gaming industry comes from slots, but the demographics are changing. More and more people are

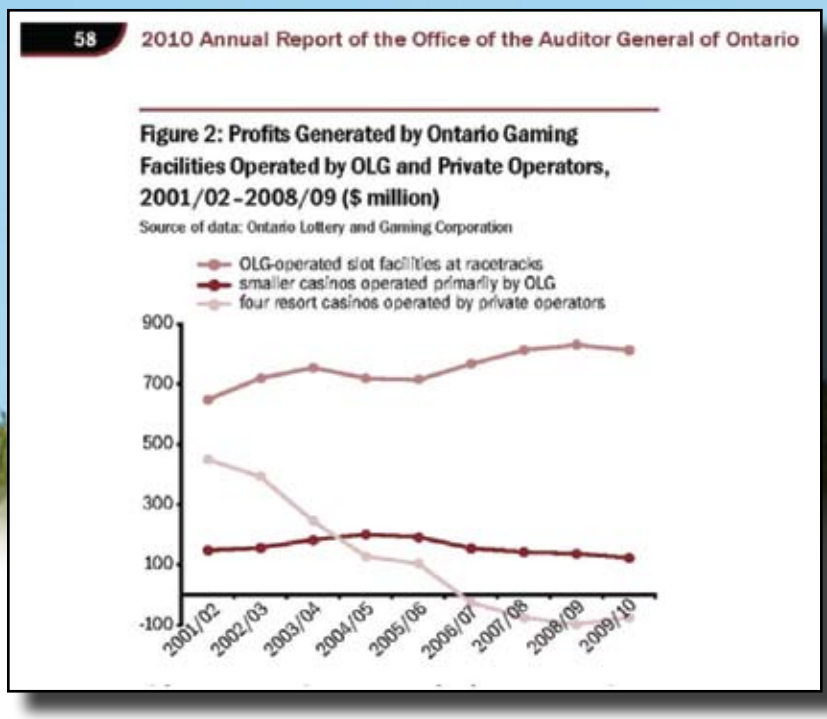
becoming interested in table games." Maybe so, but the OLG's own data seems to show that the resort and charity casinos that provide a cross-section of slot machines and table games continue to see their revenue decline.

Perhaps the answer can be found in the cautionary tale of Quebec's experiment with revenue restructuring in its gaming industry which led to a nightmare scenario that could be repeated in Ontario — but at a higher risk of 55,000 jobs lost. In 2006, Quebec's horseracing industry undertook a revenue-restructuring initiative that resulted in the total collapse of the province's horseracing industry and a near-death experience for the province's equine industry two years later. The plan was to privatize the horseracing industry by allowing a private sector company called Attractions Hippiques to install Video Lottery Terminals (VLTs) in restaurants and bars while removing many of the existing VLTs from the province's tracks and restricting Off-Track Betting. These actions, coupled with mismanagement, led to an inability to generate sufficient revenue through diversification and the subsequent bankruptcy of Attractions Hippiques. The horseracing and equine industries disintegrated almost overnight. Today, there remains only about 13 per cent of the pre-2006 jobs in Quebec's horseracing and breeding industry. While VLTs were found in 6 per cent of Quebec's tracks, slot machines are now present at (but will shortly be removed from) 100 per cent of Ontario tracks. The stakes could hardly be higher or the fallout worse from the sudden removal of the slots, because 10 per cent of their revenue had been kept by each track under the *Slots Program*.

The OLG and Ontario government predict that the modernization initiative will increase job opportunities for the gaming and hospitality industries. This is an attempt to divert attention away from the fact that, by adding some 6,000 jobs in five or six years' time, Ontario risks sacrificing its horseracing and equine industries, as well as their satellite industries which employ about 55,000 Ontarians in full-time, part-time and seasonal jobs. The government position is perplexing since the modernization initiative has already caused 560 layoffs when the slots operations in Sarnia, Windsor and Fort Erie were closed down in April.

When speaking about the direct implications of the McGuinty government's sudden decision, Sue Leslie – president of the Ontario Horse Racing Industry Association (OHRIA), the organization which is the voice of horseracing in the province – captured the urgency of the situation by stating that "there's an absolute genuine possibility that there will not be horseracing in Ontario in two or three years from now." John Macmillan from the NCRHHA elaborates on the fallout of the government's decision by noting that "there has been almost no investment in horseracing in Ontario since the ending of the *Slots at Racetracks Program* was announced in March."

Why are the Ontario Liberals and the OLG cancelling a product that generates close to $1 billion in profit to bolster a product which is losing $100 million annually?



The Slots at Racetracks Program partnership with the OLG is a win-win for the Province of Ontario

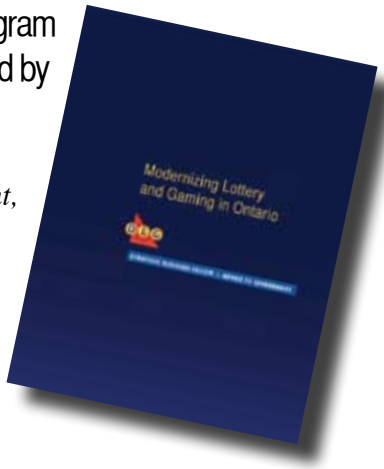
- Generating more than $14 billion in revenue for the Province since its inception in 1998.
- Ensuring the viability of the Ontario horse racing and breeding industry which generates $2 billion in annual expenditures and is a major contributor to the rural economy.
- The horse racing and breeding industry employs more than 60,000 Ontarians and provides all three levels of government with more than $730 in annual revenue.
- A total of $1.5 billion in wages and salaries are sustained annually by the Ontario Horse Racing and Breeding Industry.

OLG's 2012 Modernizing Lottery and Gaming Strategic Business Review and Advice to Government

Cancels the Slots at Racetracks Program to expand the resort casinos operated by private operators model.

"OLG should expand private sector participation in the efficient, effective delivery of casinos..... The result would be regulated private operators selected to run existing and new sites."

- Page 15, Modernizing Lottery & Gaming in Ontario



Stop the proposed ending of the Slots at Racetracks Program on March 31, 2013 until a detailed analysis of the economic impact of ending the Program has been completed by a joint government-industry panel

OHRIA

The Ontario Horse Racing Industry Association
416-679-0741 • ohria@ohria.com
www.value4money.ca

> (Ontario horseracing) is an industry that represents a huge valuable export market for Canada in terms of horses, trainers, equipment and expertise.
>
> Dennis Mills, former Liberal MP


Dennis Mills and Sox

This is a serious problem with major ramifications. Dennis Mills, the former Liberal MP whose web site *Racing Future* builds awareness of Ontario's horseracing and equine industries, points out that the industry is considered to be one of the top three in the world. He states that: "Our province has a horseracing industry that is of similar calibre to that of the United States (home to the renowned Kentucky Derby) and England (which hosts the world-famous Royal Ascot)." High-profile Canadian races like the Queen's Plate, North America's longest-running annual horse race, are broadcast and webcast worldwide with betting from all corners of the globe. Furthermore, Ontario has become the world's premier harness racing destination. As a result of this importance, Ontario horseracing "is an industry that represents a huge valuable export market for Canada in terms of horses, trainers, equipment and expertise," Mills states.

Terminating the *Slots at Racetracks Program* threatens the very existence of this enviable industry. As Jane Holmes – vice-president of corporate affairs at the Woodbine Entertainment Group, owner of the Woodbine Racetrack in Toronto – states: "You may see horseracing survive in Ontario, but it certainly will not be the international sport that it is today." There will also be a negative impact on the purse for races. Holmes says that even "if we have enough money to survive, the purse for the surviving races will simply be too small to sustain the sport." Put differently, without the program, the purse money will not cover the high costs associated with breeding, training, feeding, maintaining and racing a horse in Ontario. This is crucial... because over 60 per cent of the horseracing industry's take from its share of slot machine revenue is used to pay for purses.

As Robert Wright, the former lead veterinarian for Equine and Alternative Livestock at the Ontario Ministry of Agriculture, Food and Rural Affairs and publisher of the *Horse News and Views* web site, explains: "Horse owners receive their share of the Slot revenue through money added to the purses and they reinvest these winnings in the local economy, purchasing everything from feed and bedding to vehicles and trailers." Owning and maintaining a single horse costs upwards of $20,000 annually and "a reduction in purses trickles down to lower spending power." As a result, certain rural communities that depend on this spending for their existence will likely disappear.

Ending the long-standing program also threatens the viability of the many industries that help support the horseracing industry. The most immediate of these is the heart and soul of the equine industry: the breeding industry — and it is particularly hard hit by the decision to end the *Slots Program*. Anna Meyers (of the Standardbred Breeders of Ontario Association) captures the essence of the problem by stating that "with the government's decision, there will be a ripple effect that will be felt across the province." But that ripple effect will likely be first felt by Ontario's horse breeders since, as she explains: "Breeders need almost five years of lead time to respond to changing market forces." Because the breeders were not forewarned about the cancellation of the program, they did not have the required lead time to compensate for the sudden lack of demand for race-ready horses arising from the cancellation. To make matters worse, "breeders in Ontario are sitting on roughly three years worth of horses due to the timing of the birth to yearling sales to racing process."

Because of the prevailing climate of uncertainty, the breeding of mares and the sales of yearlings have dropped off more than 40 per cent since the program's termination was announced, according to Robert Wright. Anna Meyers explains that not only have breeders' sales been cut in half, but clients are refusing to pay stud fees and many of the mares that were boarded in Ontario have left the province for safer breeding markets with stable sire stakes programs.

A similar story can be told of Ontario's veterinary industry. Like doctors, veterinarians have different specialties and areas of practice. Because of the stature of Ontario's horseracing industry, Ontario has some of the most sophisticated and renowned equine veterinarians and veterinary facilities in North America. However, after the *Slots Program* is discontinued, things may very well change.

As Dr. Garth Henry, a long-time practicing equine veterinarian who owns the Russell Equine Veterinary Service located just outside Ottawa in Russell and owner of Hamstan Farm, one of the premier horseracing training facilities in eastern Ontario explains, "access to equine veterinary treatment in the province will decline substantially" as a result of the government's decision. There will simply be a much smaller demand for the services provided by equine veterinarians. Dr. Henry states that this will lead to a "mass exodus of Ontario's equine veterinarians," the majority of whom will likely be forced to relocate their practices to American states like Kentucky, New Jersey and Pennsylvania which are less likely to discriminate against the horseracing and equine industries.

The farming industry in Ontario has also suffered from the Liberal government's sudden cancellation of the *Slots at Racetracks Program*. Mark Wales, President of the Ontario Federation of Agriculture (OFA), states that "a lot of our members

> Horse owners receive their share of the Slots revenue through money added to the purses and they reinvest these winnings in the local economy.
>
> Robert Wright, publisher ofw *Horse News and Views*

supply hay and oats to those who breed horses in Ontario" and that the demand for feed rises and falls with the demand for horses. Mark Wales notes that many of Ontario's farmers will need to adjust their business models and explains that: "Farmers selling oats, hay and straw for racing will have to switch their crops to sell more crops that aren't as dependent on the equine industry. This will represent a substantial loss of market for hay, oats and straw."

Changing the staple crops a farmer grows is an expensive process and can be particularly difficult for those who have specialized in equine-specific crops and who may lack the skill sets and resources required to change.

In June, the Ontario government created its face-saving *Horse Racing Industry Transition Panel* in an attempt to find a way to ensure the survival of the horseracing and equine industry post-March 31, 2013. The panel is chaired by three knowledgeable former politicians representing the three provincial parties: Elmer Buchanan (NDP), John Snobelen (PC) and John Wilkinson (Liberal). They are tasked with creating a meaningful dialogue with the Ontario horseracing and equine industry to smooth the transition from the "dependency" of the *Slots Program* to what is deemed a "more sustainable" business model.

The panel has $50 million and three years to accomplish this task. Yet, the viable business model in question must be implemented before this September's yearling sales, without which the remaining 50 per cent of Ontario's breeding industry would likely collapse and the horseracing industry would be as defunct as Quebec's. But even if the panel is able to reach a relevant conclusion, what will the horseracing and equine industry be able to transition to?

As Sue Leslie says on behalf of the OHRIA: "The panel and the broader provincial government need to understand that the industry is not looking for a way to transition out of existence. It is looking for a way to transition to a more sustainable but still profitable business model. (...) I don't see the government reversing its position and therefore it will be a huge challenge to adopt to this environment, a challenge which is simply impossible to overcome in a mere three years."

Undoubtedly, the horseracing and equine industry knows that the stakes couldn't be any higher. And, as Elmer Buchanan says on behalf of the panel, "we are well aware that we have a short timeline." However, Buchanan feels that there should be a new model for the industry whose "dependency on the increased slot revenue happened by accident."

Ontario's Minister of Agriculture, Food and Rural Affairs Ted McMeekin (now responsible for the phasing out of the *Slots Program*) explains what he sees as one of the biggest problems with the current program by stating that the industry "needs a path that allows it to function without being artificially propped up by the revenue from slot machines." Although McMeekin represents the riding of Ancaster-Dundas-Flamborough-Westdale, a riding which is home to many horse farms and to Flamboro Downs, one of the province's most popular racetracks, his description of Ontario's horseracing industry as being "artificially propped up" is reminiscent of the flawed reasoning of Finance Minister Dwight Duncan who does not seem to understand that the *Slots at Racetracks Program* is a public-private revenue-sharing program and not a subsidy.

Nevertheless, Minister McMeekin's vision for the new business model is "a model that won't require artificially propping up the horseracing industry and that will have roughly 60 per cent of what the industry used to be, albeit running more efficiently." This will likely be difficult to translate into reality given both the time constraints and the paltry $50 million allocated for this process. As Anna Meyers notes, "that $50 million doesn't even begin to cover the losses that the breeding industry alone faced this year."

Ian Russell explains why many in the industry view the transition panel as a toothless paper tiger by stating that "$50 million is a drop in the bucket compared to the billion plus dollars the industry generates for the province every year under the *Slots Program*." In fact, Ed McHale of the NCRHHA is quick to point of that "the $50 million would be enough to cover the purse money at Ottawa's Rideau Carleton Raceway but not the other tracks in the province as well." Russell sums up the frustration felt by many in the industry when he says that "the panel is merely a way for the government to deflect criticism that it is ignoring the consequences its decision will have for the horseracing and equine industries."

Although some in the industry are hopeful that the panel can reach an agreeable, realistic and tenable conclusion and create a business plan with input from industry members, that remains to be seen. But the buck stops with the transition panel because, as Buchanan says: "We're not going to come out with a Plan B." Aside from the limited funding allocated to the panel, each day that goes by without a viable new plan pushes Ontario's once vibrant industry closer to collapse and the Ontarians who work in it closer to the unemployment line.

The McGuinty government's decision to end the *Slots at Racetracks Program* has become a political football which has been kicked back and forth between the OLG, the Liberal government and the NDP (the Progressive Conservatives have been on the sidelines due to their decision to withhold support for the Ontario Budget even before it was announced), with no one party clearly wanting to deal with the consequences that ending the program would have

Premier McGuinty: Partnerships are not subsidies!

These are the people who will be out of work because of your arrogant and reckless decision, without any notice to shut down the successful Slots at Racetracks Program.

By selling out to corporate gaming interests and large U.S.-style casinos, you will unnecessarily thrust tens of thousands of ordinary, hard-working people into the unemployment lines and will wipe out an industry that directly contributed more than $2.3 billion to Ontario's annual income in 2010.

Horse racing and breeding is much more an industry of ordinary folks. It employs 55,000 people – 31,000 of them full-time – and very few are rich. Many live outside Ottawa in rural areas, running small farms, breeding and boarding horses, or they live in nearby towns, providing veterinary, training, feed and transport services. They work at the racetracks and training centres exercising and grooming horses, keeping the horses healthy and fed and cleaning the horse stalls. Others are running the paramutuals and maintaining the slots. It's honest work, not lavishly paid and they pay taxes, all 55,000 of them.

The Horsemen and Women of Russell County

Sponsored by Russell Equine Veterinary Service **www.russellequine.com** • Hamstan Farm and Cassell Farm

> The McGuinty government's past financial boondoggles like eHealth and Ornge Air pale in comparison with the likely long-term loss of revenue and the number of Ontarians who will be forced to rely on unemployment or social welfare programs.

for the province. The OLG's play is summed up by their spokesman Tony Bitonti, who insists that "the implications for ending it fall into the camp of the government, since *Slots at Racetracks* is a government policy and we're a Crown corporation, not a government body."

The Liberal government's play is to set up a straw man argument, presenting itself as making a tough but necessary choice between continuing to support the province's health care and education systems or its horseracing industry, a clearly fictitious argument. Dwight Duncan's spokesperson Aly Vitunski captures the government's play by stating that "we are committed to the people in the industry, but there comes a point when it's health care and education or horseracing. It's unfortunate but we have to choose health care and education." Health care and education on the one hand and horse racing on the other are not mutually exclusive. In fact, much of the McGuinty government's 75 per cent share of the revenue generated from the *Slots at Racetracks Program* is allocated to providing generous support for health care and education in Ontario.

The example of one Ottawa-based racetrack demonstrates that the "either or" play used by the Liberal government does not stand up to scrutiny. Jean Larose, general manager of Ottawa's Rideau Carleton Raceway, states that: "Since the *Slots Program* began, Rideau Carleton Raceway has generated $643 million for the provincial government that is specifically earmarked to be spent on health-care costs for all Ontarians. That represents the cost of nearly 80,000 hip replacements."

It should also be noted that, on the issue of health care, the Ontario government has a less than sterling record. On Premier Dalton McGuinty and Finance Minister Dwight Duncan's watch, eHealth squandered more than $1 billion in taxpayers' money on the province's failed initiative to create electronic health records for Ontarians. And, earlier this year, it came to light that Ornge, the province's not-for-profit air ambulance provider, lost more than $200 million of taxpayers' money through mismanagement. Allegations of unsound business practices and questionable investments, some unrelated to running an air ambulance service, were compounded by the fact that the number of patients transported by Ornge was steadily declining. But the funding Ornge received from the Ontario government increased rather than decreased. The McGuinty government claims that Ontario must act now and choose between, as Aly Vitunski said, "health care and education or horseracing." Yet, in the case of Ornge, the government was informed of alleged wrongdoing long before it was finally forced to act. One might wonder why the government is now moving so quickly to terminate a successful revenue-sharing program like the *Slots at Racetracks Program* when it was in no hurry to deal with the Ornge debacle.

Andrea Horwath, the leader of the Ontario New Democratic Party, delegated the NDP's play in the *Slots at Racetracks* political football game to NDP MPP Taras Natyshak, who has been the party's point man on this issue. Representing the riding of Essex which is closely tied to the horseracing industry, Natyshak stated that "the Ontario government's decision is not a prudent move and is fiscally irresponsible." (...) "The provincial NDP as a whole disagree with the Premier and the Ontario government's decision." However, actions speak louder than words. When asked what exactly this statement meant and why the NDP abstained rather than vote against the Budget if it so strongly disagreed with the government's decision, Natyshak responded that, "because the modernization initiative was spearheaded by a government agency, OLG, it did not rear its head in the context of the Budget. No amendments within the Budget could have been made by us to specifically address the OLG modernization initiative since the details of the initiative were absent and they were the prerogative of the OLG."

Andrea Horwath and the Ontario NDP were prepared to vote against the Budget over wages for unionized government workers but would not do the same for the province's horseracing and equine industry because of the OLG modernization plan's lack of clarity and detail. Instead, the NDP claim to have won a victory for Ontario's horseracing and equine industry by having secured the $50 million funding for the *Horse Racing Transition Panel*.

However, many in the industry view the panel and its $50 million fund as little more than an economic band-aid and an attempt by the government (and also the NDP) to show that they care about the 55,000 non-unionized industry workers. In politics, perception is reality. Across the aisle, Liberal Minister McMeekin says: "We in agriculture had nothing to do with the OLG decision. We discovered it about the same time as everyone else did." And so the political football continues to be passed.

Regardless of who assumes responsibility for ending the *Slots Program,* it is abundantly clear that the issue as a whole can be seen as symbolic of a predominantly urban-focused and urban-centric government being unable to understand a predominantly rural-based industry and way of life. As Dennis Mills puts it, "very few legislators understand how this industry works because most legislators are from cities" and they are unfamiliar with the horseracing and equine world. Ian Russell explains

that many legislators who hail from Ontario's cities have a preconceived notion that horseracing is a sport limited to Bay Street investment bankers and corporate lawyers who own and race thoroughbreds. This is not the case. "In fact, the majority of the tracks in Ontario race standardbred horses that are owned, trained, managed and raced by salt-of-the-earth, everyday Ontarians," Russell says.

Many in the industry adamantly insist the government needs to realize it wrongly assumed that ending the *Slots at Racetracks Program* would adversely affect only the upper echelon of Canadian society. Or, as Anna Meyers explains, "the Ontario government needs to look at the whole province and not just the urban centres when it considers the implications for any decision it makes." The argument could be made that this was not the case with its cancellation of the *Slots at Racetracks Program*.

Instead, the government suddenly and unilaterally ended a program that has allowed the horseracing and equine industry to thrive in Ontario. And, as Conservative Senator Bob Runciman points out, "a true cost-benefit analysis of ending the *Slots at Racetracks Program* has not yet been undertaken." He goes on to state that the decision "doesn't make any sense" because when a production line at an Oshawa automotive assembly plant is shut down with a loss of about 2,000 jobs, there is blanket coverage in the media. Yet, when the province's entire horseracing and equine industry, accounting for some 55,000 jobs, is placed on life support by a hastily implemented government decision, there is very little coverage by the media.

The reasoning behind this event continues to defy logic. The McGuinty government's past eHealth and Ornge boondoggles pale in comparison with the likely long-term loss of revenue and the number of Ontarians who will be forced to rely on unemployment or social welfare programs, given their industry-specific skills which are not easily transferable. The province's unresearched and unpredictable decision to terminate the lucrative *Slots at Racetracks Program* will have lasting consequences. Senator Runciman sums this up by stating that "maybe the original contract and revenue-sharing agreement should have been updated or renegotiated, but to blindside everyone by unilaterally ending the program without even doing a cost-benefit analysis speaks volumes about the unpreparedness and hastiness of this government."

The impact of that questionable decision will be felt by more than the 55,000 Ontario workers who are part of the horseracing and equine industry with its web of ancillary businesses. The province's horse tracks are not just the workplaces of jockeys, trainers, and farriers – nor do they simply provide a venue for

the leisure of gamblers and spectators. The tracks also serve as meeting places for people from all walks of life. For instance, Ottawa's Rideau Carleton Raceway has been the home of the Gloucester Fair for the past 13 years. Every year, the Raceway hosts fundraising events for more than 100 charities and businesses, as well as the annual events of several embassies.

It is also worth noting that much of the revenue that has been raised from the 14-year-old *Slots Program* is being put to use outside the tracks themselves. The Rideau Carleton Raceway's general manager Jean Larose explains that: "The Slots at Rideau Carleton Raceway generated $52 million for the City of Ottawa which the city has said helps keep annual municipal property tax increases lower." Thus, even city dwellers will feel the impact of the *Slot Program*'s termination as more of the province's horseracing tracks will be forced to call off all bets and close down. Ultimately, the termination of the *Slots at Racetracks Program* will be a great loss to Ontario and to Canada as a whole because as Dennis Mills notes, "there's no other product in Canada that has the global sports presence and the tourism reach of horseracing in Ontario, but a lot of city people don't know this."

Many Ontarians who live in rural areas are well aware of the importance of the province's horseracing industry, the third largest of its kind in North America. Dr. Garth Henry is one of those people. He has invested hundreds of thousands of dollars in building and operating his veterinary practice and horse training facility and is very conscious of the negative effect that cancellation of the *Slots Program* will have for his business and for his employees.

Dr. Henry states that when the program ends on March 31, 2013, "the Hamstan Farm's training facility will be shut down overnight and the 13 people who work there will be unemployed immediately." As will doubtless be the case for similar businesses in Ontario's horseracing and equine industry, the future does not look rosy for the 100-acre Hamstan Farm. It will become the victim of an urban-centric government that is seeking to reduce its $15-billion deficit at the expense of the *Slots at Racetracks Program*. ■

PHOTO: MARTIN FORTIER

RECOMMISSIONED CANADIAN COAST GUARD VESSEL
Retrofitted for Arctic Research

Meet the CCGS Amundsen: research vessel, icebreaker, and Canadian success story. There is a good chance that you have already encountered her without realizing it. Since March 2012, this vessel adorns Canada's new, secure, polymer $50 bill.

A brief history

In 1979, the Canadian Coast Guard added a new vessel to its fleet: the CCGS Sir John Franklin – named after the British Navy officer whose Arctic exploration work allowed him to partially chart and navigate the Northwest Passage. It served for nearly two decades and was officially decommissioned in 2000.

Between 2002 and 2003, as a result of a significant Canada Foundation for Innovation (CFI) grant awarded to a university consortium led by Quebec City's Université Laval and substantial financial support from the Canadian Coast Guard, the ship was completely retrofitted and transformed into a scientific expedition vessel, armed with top-tier technology and accommodation for up to 43 scientific personnel. The ship was recommissioned as CCGS Amundsen, named after Roald Amundsen, a Norwegian pioneer in the field of polar exploration (see insert for more on Amundsen).

Current Activity

The Amundsen now sails the seas, usually serving as one of four medium-class icebreakers in the Canadian Coast Guard's fleet during the winter months. In the summer, still operated by the Coast Guard, the Amundsen embarks on Arctic research expeditions, her cargo being some of the world's sharpest minds and the most advanced scientific equipment.

The project that brought about the vessel's new mandate stemmed from the realization and acceptance of a simple geographical reality. Canada, as the country with the longest Arctic coastline, should be at the forefront of Arctic research. The debate on the causes of climate change is long and has many aspects. There is a plethora of varying opinions on the subject as well. The one point that all stakeholders can agree upon is that the consequences of climate change have already manifested themselves on shorelines in Canada's Far North. We know that any further changes to northern climate will affect Canada's northern regions first. Canadian Arctic communities have welcomed this scientific endeavour and their openness has allowed for scientists – not just Arctic researchers – to expand their work and give Canadians a better picture of the country on many levels, including the fields of epidemiology, geology and terrestrial ecology. The ability to conduct field examinations simultaneously from different disciplines can only enhance our understanding of this part of the world.

ArcticNet, the large-scale national research network funded by the Government of Canada through its Network of Centres of Excellence programs and based at Université Laval, administers and partly funds, on a cost-recovery basis, the research programs and expeditions of the Amundsen. The data collected during these expeditions is used by the scientists who are part of the network (about 800 individuals from 30 universities) but, more importantly, this publicly available data is also shared with the government, Inuit communities and private-sector stakeholders to guide and inform decisions regarding the Arctic's precarious dance around shifting climactic realities. This vessel now represents the work of thousands, but also the efforts that must be made to ensure a successful project of such magnitude. The Bank of Canada has recognized this by inscribing the word "Arctic" in Inuktitut over the helm of the ship, at the back of its new $50 note.

Many national and international expeditions have taken place on the Amundsen since 2003, supporting over 1,100 scientists, students, technical staff and professionals from all Canadian provinces and territories, as well as from 22 foreign countries. Her over-wintering capacity, meaning her ability to withstand a whole winter in the Arctic surrounded by sea ice, has allowed researchers to study the Arctic Ocean as it evolves through the year. The vessel is the only Canadian

ArcticNet

ᐅᑭᐅᖅᑕᖅᑐᒥᒃ ᑐᑭᓯᓂᐊᖅᑎᒌᑦ

Helping Canadians face the impacts and opportunities of climate change and globalization in the Arctic.

With partners from Inuit organizations, government and industry, ArcticNet provides researchers with unprecedented access to the Canadian Arctic and training for the next generation of experts needed to study, model and manage the Arctic of tomorrow.

Canada

Networks of Centres of Excellence
Réseaux de centres d'excellence

UNIVERSITÉ LAVAL

www.arcticnet.ulaval.ca

icebreaker equipped with an internal moon pool, allowing researchers to deploy scientific instruments in the Arctic Ocean from inside the vessel. She is the only vessel of modern times to have conducted two overwintering expeditions in the Arctic Ocean, in 2004 and again in 2007-2008. The Amundsen has also been temporarily transformed into a health clinic and has visited every coastal Inuit community in Canada. The mandate included allowing scientists, health professionals and community members to conduct a major Inuit health survey with the goal of improving services for the region.

The success of this operation led to a major expedition in 2007-2008 where the vessel spent 15 months at sea in the Canadian Arctic without returning to port, in support of major research projects as part of Canada's contribution to the International Polar Year (IPY). Since 2004, the vessel also has supported the annual ocean research programs of ArcticNet in all regions of the Canadian coastal Arctic, from Labrador to the Yukon. This year, the Amundsen is undergoing engine repairs and will not be available for science. She will be back in force with new engines in the spring of 2013 and will be supporting ArcticNet and other research endeavours for many years to come.

While there is plenty of room for debate on how government purses are allocated in the maintenance of icebreaker fleets and more importantly on how political agendas influence the allocation of resources, the collaborative and unified efforts of scientists, private sector and government make this vessel a symbol that any Canadian can be proud of. It is a touching tribute to the work of thousands, to the mysterious history that lies beneath the ice, to the struggles ahead and to the future of Canada's North. We can only hope that the positive northern narrative that has recently come to be will last as long, if not longer, than the polymer notes on which the Amundsen displays her legacy. ■

HIGHLIGHTS

Roald Amundsen was born in Norway in 1872

- Led the first successful expedition through Canada's Northwest Passage – 1903-1906
- Led the first expedition to reach the South Pole – 1910-1912
- Disappeared while on a rescue mission at the age of 55 in 1928

PHOTO: MARTIN FORTIER

It's a path to...

jobs and trade

Thousands of jobs nationwide...

Over 3,000 direct construction jobs will be created at the peak of construction. As well, 1,150 new long-term jobs will be generated across Canada.

Billions of dollars to help Canadian communities...

Over 30 years, more than $2.6 billion in local, provincial and federal tax revenue can be used to strengthen public services. Enbridge will also provide $100 million to support communities near the pipeline.

World-class safety standards...

Carefully planned and built to respect the terrain and wildlife, the pipeline will be monitored 24/7. To protect our waters and coastline, marine facilities will adopt additional navigation aids, increase emergency response capabilities, and implement new land-based radar so that Canada's Northwest Coast is safer for all marine traffic.

A strong Canadian economy with new trade partners...

There will be more opportunities and towns will prosper. It will open up global markets for Canada's energy exports and increase our nation's Gross Domestic Product by $270 billion.

It's more than a pipeline. ENBRIDGE NORTHERN GATEWAY PIPELINES It's a path to our future.

Join the conversation at **northerngateway.ca**

Canada is a Leader in Energy Exports

Energy. We all use it. We all burn it. We consume it to fuel our bodies and we use it to fuel our lives. The energy sector, in turn, fires up the economic engine of our country. Ask the average Canadian about energy, and oil and gas are what pop into mind, but there is so much more to the industry. There is natural gas and coal, of course, but thermal energy, hydropower, geothermal, wind, solar, hydrogen fuel cells, and biomass are all energy sources as well and Canada is a huge producer of them all.

Canada is in a unique position globally. We are natural resources- heavy with a relatively small population that uses a lot of energy because of our cold climate. Regardless, we create much more energy than we consume and so we sell it. A lot of it. In fact, Canada is a world leader and ranks among the top 10 producers in the world. Energy exports accounted for a full 22.4 per cent of all exports in 2010 or, according to the Canadian Centre for Energy (CCE), $90.7 billion.

In essence, energy is the fourth largest contributor to Canada's GDP. According to Statistics Canada, in the first quarter of 2011, it contributed 6.35 per cent of GDP. It's a big employment generator as well. CCE estimates over 500,000 jobs in the oil and gas sector alone (geologists, geophysicists, engineers, construction workers, accountants, lawyers).

How does the sector shake down?

Oil and gas

Extraction was the number one GDP contributor. No real surprises there when you think that Canada has 174 billion barrels of recoverable crude oil — the third largest reserves in the world (behind Saudi Arabia and Venezuela). We are also the sixth largest oil producer in the world. Canada was the largest exporter of crude oil to the United States in 2011.

About 85 per cent of crude oil refined becomes fuel for transportation, heating (let's face it we need a lot of that in Canada) and creating electricity.

This is a growing industry. Canadian crude oil production is forecast to increase from 2.8 million barrels per day in 2010 to 4.7 million barrels per day in 2025.

While many would think that Alberta is the land of refineries, Canada's largest oil refinery, with a capacity of 300,000 barrels per day, is actually located in Saint John, New Brunswick and accounts for about 36 per cent of Canada's total petroleum product exports.

Natural gas

Canada is the third largest natural gas producer in the world and our reserves rank 21st in the world and again, the U.S. is a major export destination. In fact, 90 per cent of US natural gas imports in 2011 came from Canada.

Coal

Canada's coal production in 2010 totalled 67.9 million tonnes. Coal is mined in British Columbia, Alberta, Saskatchewan and Nova Scotia. In 2009, Canada exported about 27.1 million tonnes of coal to more than 20 countries, with a value of almost $4.9 billion.

Canada has 0.8 per cent of the world's coal reserves. Canada ranks 11th, well behind the United States, Russia and China, the three countries with the largest coal reserves.

The railways love coal. Coal is the single largest commodity carried by Canada's railways.

Electricity

Next time you get your electricity bill, take a look to see how many kilowatt-hours of electricity you are using. The average household in Canada consumes 1,000 kilowatt-hours of electricity each month.

Rank	Endowment	Endowment	Reference Year
5th	19.1 quadrillion Btu	Primary Energy Production	2008
7th	14.03 quadrillion Btu	Primary Energy Consumption	2008
3rd	175.1 billion barrels	Crude Oil Reserves	2011
6th	3.4 million barrels per day	Crude Oil Production	2010
10th	2.2 million barrels per day	Crude Oil Consumption	2010
21th	6.1 trillion cubic feet	Natural Gas Reserves	2011
3rd	16.9 billion cubic feet per day	Natural Gas Production	2009
8th	8.3 billion cubic feet per day	Natural Gas Consumption	2009
11th	6,582 million tonnes	Coal Reserves	2010
13th	68.1 million tonnes	Coal Production	2010
19th	47.4 million tonnes	Coal Consumption	2010
3rd	485,000 tonnes	Uranium Reserves	2009
2nd	9,783 tonnes	Uranium Production	2010
7th	127.64 gigawatts	Electricity Generation Capacity	2008
6th	682.3 terawatts-hours	Electricity Generation	2008
19th	152.71 terawatt-hours	*Fossil fuels*	2008
7th	85.9 terawatt-hours	*Nuclear*	2009
3rd	363.2 terawatt-hours	*Hydro*	2009
13th	3.6 terawatt-hours	*Wind*	2009
9th	7.6 terawatt-hours	*Biomass*	2009
6th	549.5 terawatt-hours	Electricity Consumption	2008

SOURCE: www.centreforenergy.com

Canada is the sixth largest producer of electricity in the world. In 2009, Canada generated 604.4 billion kilowatt-hours of electricity.

Hydroelectricity

Canada is the third largest producer of hydroelectricity in the world. In 2009, Canada generated 363.2 terawatt-hours of hydroelectricity. China, with 549.0 terawatt-hours, is the largest producer of hydroelectricity, and Brazil at 387.1 terawatt-hours is the second largest.

Manitoba, Quebec, British Columbia and Newfoundland and Labrador all generate more than 90 per cent of their electricity from hydropower.

Hydropower is Canada's number one renewable energy generation source. In 2009, it accounted for 63.1 per cent of Canada's total electricity generation.

Biomass

Biomass energy, or "bioenergy," is stored in organic matter with the help of the sun. Generally it can be made from wood (in fact, in B.C., 9.3 per cent of the province's electricity is generated from sawmill wood waste), crop residues, sugarcane, rice husks, coconut shells, cotton residues and palm oil residues, organic waste (ie., manure).

Biofuels are renewable liquid fuels made from biomass. They are primarily used to fuel vehicles, but they can also fuel engines or fuel cells for electricity generation. The two most common biofuels are ethanol and biodiesel.

Challenges to the Energy Sector

No Energy 101 piece is complete without looking at some of the challenges facing the industry.

Last summer, The Energy Policy Institute of Canada (EPIC), led by former federal industry and trade minister David Emerson, released a report entitled *Towards a Canadian Sustainable Energy Strategy* that made some key recommendations to address challenges. The energy regulatory regime is complicated and complex

PHOTO: SHUTTERSTOCK

"Changes to the Research and Development tax credit system would also be extremely beneficial, fostering energy innovation."

and as in other sectors, there is multi-level government overlap. "Now is the time to fundamentally reshape the regulatory landscape in Canada in order to create a more competitive and efficient energy system."

As the trade statistics show, much of our energy exports head south of the border. EPIC argues that Canada's reliance on the US has governed the Canadian export psyche, but it is increasingly important for the industry to expand into the global market, diversifying and thereby protecting the industry. The Organisation for Economic Co-operation and Development estimates that over the next 40 years, the world population will increase from 7 billion people to over 9.2 billion. The market potential in India and China is staggering and other opportunities for Canadian diversification are there to be exploited.

EPIC also recommends moving toward a national carbon pricing regime. This is a complex issue and *Ottawa Life* will dedicate a full feature story to this critical piece of the energy puzzle.

As part of the strategy, EPIC calls for promoting energy literacy and conservation to the general public and within the industry. Energy consumption in Canada is high. When you look at the breakdown, energy end-use looks something like this. Industrial uses chew up 39 per cent of energy, followed by transportation (all forms) at 29 per cent, residential use at 16 per cent, commercial/institutional at 13 per cent and other at 2.4 per cent.

The Senate Standing Committee on Energy, the Environment and Natural Resources pointed out in its 2011 interim report on creating a sustainable energy strategy that between 2000-2007 in the passenger transportation subsector, there was a 19 per cent increase in energy use due to consumer preference for minivans and SUVs. Clearly, much can be done to educate all energy consumers.

Changes to the Research and Development tax credit system would also be extremely beneficial, fostering energy innovation. The report argues that "the energy sector represents an indispensable resource in terms of innovative capacity, financial means, and technical expertise to develop solutions that allow for the responsible exploitation of much-needed resources."

Ultimately the challenges faced by the industry deal with how to plan for and manage the massive potential that Canada has for economic growth and sustainable economic development. Canada is emerging as an energy superpower and the federal government is massively investing in oil and gas. However, energy policy has always been fraught with regional tensions and that continues. Then there are the struggles of ensuring inclusion of different stakeholders, such as Aboriginals and First Nations. And of course pipeline infrastructure development needed for exploitation of the resources is not popular these days and is a growing source of tension both at home and on the international stage. ■

travel by dan donovan

(PART 2 OF 2)

Vive la France!

Arras and Lille were wonderful. Now we head to the Normandy coast which covers 360 miles and features the famous cities of Caen, Rouen and Boulogne-sur-Mer.

The best surprise of the Normandy trip was the pleasant drive through the rolling hills and dotted farm houses that encapsulate the entire region. In six days of driving though Normandy we had only one day of overcast skies and rain. Otherwise, it was sunny with not a cloud in the sky. The lush green valleys and pleasant towns have a calming effect that is hard to describe. We stopped several times at cafés and the locals could not have been more pleasant or welcoming. I was excited about getting to the coast, I can sense it from miles away — it must be my Cape Breton roots. As soon as we did, I pulled over and took a big breath of the fresh sea air. It's an exalting sensation – the closest thing I can compare it to is the "big sky" feeling you get when you visit Alberta for the first time. The natural high is immense.

Boulogne is a busy coastal town with people out on the beach, in the water and in the restaurants and pubs. Its cobbled streets and lively market is anchored in the city centre (Place Dalton) by the 13th century St Nicola Church, protector of Boulogne's sailors.

Boulogne is on a downward slope to the sea. At the top of Rue de Lille is "old town", the historic and religious centre. We took a guided tour through its narrow alleys and visited the 13th century Castle-Museum, the Belfry and Notre-Dame Basilica. We stayed at the Hôtel Les Terrasses de L'Enclos, a hundred-year-old building beautifully refurnished with modern amenities and with scenic views of the silhouette of old Boulogne. The hotel offers a pleasant French breakfast of home-baked bread, croissants, homemade jams and strong coffee. First up was a visit to the beach next to the Nausicaä (the National Sea Centre) were we tried land yachting. Imagine sitting on a go-cart with a sail that whips you down a sandy beach. We took a quick lesson and within minutes were pros. A key factor is wind. We had brief moments where we picked up speed followed by complete stops when the wind passed. It was fun and something I'd like to do again. The Nausicaä has to be one of the most impressive and relevant sea museums in the world. Our two-hour tour was like a journey through the world's oceans and reminded us of our dependence on the sea. The museum curators have cleverly interspersed the history of the local seafaring people within a larger narrative about the fragility of the world's oceans and the need for sustainable conservation of all ecosystems. Boulogne provided one of our great gastronomic experiences of the trip at the Brasserie de la Mer Boulogne-sur-Mer. A stylish and friendly place with seafood dishes to die for including the mixed grill of fish, cod, salmon, julienne St. Jacques, prawns and bacon, herring and potato terrine, scallops (a portion is five) and the fish of the day (a whitefish type of haddock). My son tried the crème brûlée and announced it was as good as mom's which is very high praise indeed. It was delicious. Now it was off to Dieppe and the Normandy D-Day Beaches.

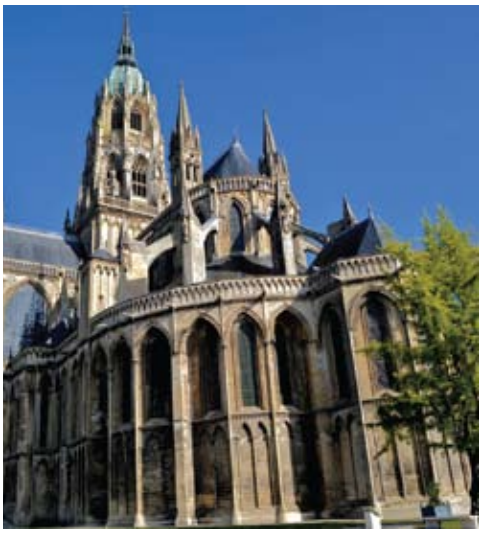
ABOVE: Largely undamaged by fighting during WWII, the medieval city of Bayeux is perfectly located as a base for visiting history buffs wanting to visit the D-Day Beaches.

A dramatic chapter of Normandy's history is its role as the epicentre of the World War II D-Day landings. This epic tale is one of tragedy and victory. The most appropriate place to start our D-Day tour of the region was in Dieppe.

For most Canadians the word Dieppe evokes a strong response. Five thousand troops of the 2nd Canadian Infantry Division landed at the French port of Dieppe on the English Channel Coast in August 1942. The purpose was to make a successful raid on German-occupied Europe over water, and then to hold Dieppe briefly. The results were disastrous. In a nine-hour raid involving nearly 5,000 Canadian soldiers, more than 900 were killed and 1,874 taken prisoner — more prisoners than the army lost in the 11 months of the 1944-45 NW Europe campaign.

As we drove into Dieppe we were struck by the quaint beauty of this seaside gem. Cafés along the waterfront were bristling with activity and the stores in the market square were just

PHOTOS: OFFICE DE TOURISME ET CONGRES ROUEN VALLEE DU SEINE/NORMANDIE



CLOCKWISE FROM TOP LEFT: Consecrated on 14 July 1077, Cathédrale Notre-Dame-de-Bayeux is a national monument in France. The city of Bayeux is a medieval delight that survived the war largely unscathed. Situated between Utah Beach and Omaha Beach, la Pointe du Hoc features fortifications built by the Germans to prevent Allied landings from the sea. La Place du Vieux Marché, Rouen is steeped in history. It is the site of Joan of Arc's burning at the stake in 1431 and is said to be home to the oldest restaurant in France, est 1345.

closing down for the day. The coastal road in front of the town abruptly ends and then veers in a u-turn back toward the centre. There is a rock face right at that turn and painted on that rock face is a huge Canadian flag that says "thank you, Canada". It was an unexpected sight but speaks volumes about the feeling of the people of Dieppe towards Canada. I immediately felt comfortable and at home – almost like Dieppe was somehow a part of Canada. We visited the only Dieppe Museum that pays tribute to our soldiers' sacrifices. It is a small museum next to the beach run by local French veterans. It has artefacts and uniforms and an impressive collection from many of the Canadian soldiers who fought in the battle. Despite numerous attempts by these French vets to engage the Canadian government and officials from Canada's War Museum, no Canadian government officials had ever visited this place. The French veterans opened the museum to keep the memory of the Dieppe Raid alive. (*OLM has since met the officials at the Canadian War Museum to advise them of the collection and French Veterans' requests but 10 months later they have yet to engage these French veterans to try and secure this important collection which is a critical piece of our national history*).

We stayed at the Au Grand-Duquesne Hotel in the city centre next to the market. This boutique hotel is a unique and stylish place, just a stone's throw from the Dieppe harbour. The best reason to stay here is its gourmet restaurant and exceptional wine cellar. Any trip to Normandy cannot pass without experiencing a classic Normandy recipe perfectly executed. We tried the escargots and a lamb dish, with an elegant Côtes du Rhône. The Friday night atmosphere (it's a favourite haunt of the locals) and service were a perfect way to celebrate Dieppe and toast our Canadian vets.

The next morning we departed for the Château de Taillis August 1944 Museum in Duclaire, a pretty town near Rouen. We strolled around for over an hour absorbing ourselves in their authentic collection of D-Day artefacts from Allied and German soldiers. The goal of the museum is to be an educational resource for area students who have never been touched by war.

Afterwards we were off to Normandy's historic capital city – Rouen. Described by Victor Hugo as "The city of 100 steeples", Rouen is also known as the place where Joan of Arc was convicted and burned

PHOTOS: OFFICE DE TOURISME ET CONGRES ROUEN VALLEE DU SEINE/NORMANDIE

at the stake in 1431 at the Place du Vieux Marché or as the city that was the inspiration for Monet's Cathedral Series. Rouen was heavily damaged and lay in ruins at the end of World War II after a particularly brutal occupation by the Nazis. Liberated by the Canadian First Army on August 30, 1944, the residents used ingenuity and determination to rebuild Rouen to its former glory. Today, it is a spectacular city of young families and busy professionals. We walked along the Seine and stopped for a wonderful lunch at the Brasserie Paul next to the Cathedral. Then we were off to see the Gros Horloge, a beautiful golden clock in the centre of Rouen. You can climb the belfry (steep spiral staircase) to see how the clock mechanism works and view the town bells. At the top of the belfry is a magnificent view of the city of Rouen with its charming half-timbered houses, historic Place du Vieux Marché (Old Market Place), home to the modern Church of Jeanne d'Arc and the daily market which is the heart of Rouen. The Place also features numerous restaurants including Les-Maraichers, a favourite of the locals.

The Inter-hôtel Notre Dame is a safe bet in Rouen. It is centrally located, clean, comfortable, and quiet and offers easy access parking and a nice breakfast! The next morning we departed for Honfleur, the picturesque and colorful harbor city located on an estuary of the Seine River. Honfleur's timber-framed houses and the narrow backstreets inspired the painters Claude Monet, Eugène Boudin, Johan Jongkind, and Gustave Courbet and it is regarded as the birthplace of Impressionism. Saint Catherine Church, built in the 16th century in the port of Honfleur, is the largest wooden church in France and offers mass and religious services daily. The "Vieux Bassin" in Honfleur is packed with tourists and sightseers. For Canadians, Honfleur is historic. In 1506, Jean Denis departed Honfleur for Newfoundland and the mouth of the Saint Lawrence. In 1608, Samuel de Champlain departed from Honfleur and arrived in Quebec, becoming the "The Father of New France" and founder of Canada. It was a wonderful moment to be in the town where it all began. We felt a kinship with the place that maybe only Canadians can feel. The irony was not lost on us that it would be Canadians, the proud descendents of Champlain, who would come back to the Honfleur region hundreds of years later to free the French from their Nazi captors.

Our final Normandy trek was to the D-Day beaches. During the nights of June 5 and 6, 1944, more than 16,000 paratroopers landed in Normandy. British, American and Canadian troops landed on various beaches on the Normandy coast and engaged in heavy fighting which eventually led to the end of the European theatre of WWII. A key objective in the days after the invasion was to take the city of Caen from the Germans. We decided to go to the Caen Memorial first before heading to the beaches. Established in 1988 and dedicated to peace, the Caen Memorial (Le Mémorial de Caen) is regarded as the best World War II museum in France.

Over the next two days we stopped at all the D-Day landing beaches, including Utah Beach, Omaha Beach, Sword Beach, Juno and Gold beaches. Highlights included visiting the Canadian military cemetery of Bény-sur-Mer and the American cemetery in Colleville-sur-Mer where many of the soldiers featured in the famous series *Band of Brothers* are laid to rest. We spent half a day at the The Juno Beach Centre at Courseulles-sur-Mer, which opened on June 6, 2003. The Centre presents the war effort made by all Canadians, civilian and military alike, both at home and on the various fronts during the Second World War. The Minister of Canadian Heritage has designated the Juno Beach landing site to be a site of national historic significance to Canada.

After the beach visits, we went to Bayeux and checked in at the Hôtel le Brunville. Located in the heart of Bayeux, this hotel proved to be a great staging point for day trips in the area.

The beaches of Bessin near Bayeux are still known for the Allied landings in June 1944. Historically the beaches of Bessin have always been popular seaside resorts. Back in 1858, with the opening of the Paris-Caen-Cherbourg railway, people started to flock to the beaches at Asnelles, Arromanches, Courseulles-sur-Mer, Vierville-sur-Mer and Grandcamp-Maisy. The joy of seaside recreation attracted wealthy Parisian families which led to the development of the Hôtel Belle-Plage, Grand Hôtel des Bains in Asnelles, Hôtel des Touristes in Vierville and many opulent villas like the Villa Les Tourelles in Arromanches and the Villa les Hirondelles in Grandcamp-Maisy by the sea. My favourite place for the entire trip was the beach town of Ouistreham. We stayed at the hotel La Mare Ô Poissons and had a gourmet dinner in their restaurant. We walked through the picturesque town and strolled along its beaches. Today these spots are as popular as ever for the French and for foreign tourists alike who enjoy a tranquil respite of sandy beaches, mild temperatures, natural beauty and the exceptional and welcoming hospitality provided by the locals. France's Normandy region is thriving; the soldiers who liberated it would be pleased to see that all is back as it should be. ■

Useful Web sites

www.rouentourisme.com, www.hotelnotredame.com, www.junobeach.org
www.augrandduquesne.fr, www.lamareopoissons.fr, www.hotelsbayeux14.com
www.lesmaraichers.fr, www.memorialcaen.fr/portailgb, www.brasseriepaul.com
www.chateaudutaillis.com, www.enclosdeleveche.com, www.dieppetourisme.com
www.auxpecheursdetaples.fr/boulogne.htm

We dedicate this story to Garth Webb (1918-2012), Meritorious Service Cross, D-Day Veteran, Founder and past President of the Juno Beach Centre and a True Canadian Hero.

Canadian Apprenticeship Forum Tackles SKILLED TRADES WORKER SHORTAGE

The Canadian Apprenticeship Forum-Forum canadien sur l'apprentissage (CAF-FCA) is a national body that brings together all players in apprenticeship training. A national, not-for-profit organization working with stakeholders in all regions of Canada, CAF-FCA influences pan-Canadian apprenticeship strategies through research, discussion and collaboration, sharing insights across trades, across sectors and across the country to promote apprenticeship as an effective model for training and education. Ottawa Life recently interviewed Sarah Watts-Rynard, Executive Director, Canadian Apprenticeship Forum.

How bad is the shortfall in the trades sector? How does Canada acquire all the plumbers, electricians and carpenters it needs after generations of attrition in favour of white-collar jobs?

Sarah Watts-Rynard: Baby boomers are aging and moving on. They take a lot of specialized knowledge with them. In harsh economic times, businesses lay off their younger employees. In many cases, these are apprentices… they are the last hired and the first to be let go. They are the ones with the least experience. But when you do that, you lose the group that could replace people who are retiring.

This is a big challenge, because right now we see that different parts of the country have different trades that are in high demand. Alberta and Saskatchewan have booming economies and a huge need for skilled tradespeople in sectors such as oil and gas, mining and forestry. In Ontario, we see many trades, particularly those related to the manufacturing sector, are letting people go. So skilled trade shortages depend on location and what trades. (There are 150 designated trades across the country). Construction is looking at shortages across Canada – about 300,000 people in the next 10 years. That takes into account people who are retiring and it also takes into account any growth and new construction projects. The thing that is difficult, particularly with apprentices, is that if you started an apprenticeship in one part of the country and then were looking to finish your apprenticeship somewhere else, it's not always easy to take your on-the-job hours and technical training to a different jurisdiction. Apprenticeship is regulated at the provincial and territorial level, so is somewhat unique in each jurisdiction.

How big a window of opportunity does Canada have in which to eliminate the skills gap? What happens if Canada doesn't succeed in doing so?

Sarah Watts-Rynard: I would say we probably have another five to 10 years in which we still have enough journeypersons in the workplace to serve as mentors for young apprentices. So now is the time to start training the next generation of skilled tradespeople. There are a lot of other obstacles. It's not just a matter of having enough people who are available for training. How many young people are interested in learning a trade? In most trades, it takes about four years to learn all aspects of the job. If we have a five-to-10-year opportunity, we have to be working on it now in order to have certified journeypersons ready by the time we're really hitting a huge proportion of the baby boomers retiring. There are huge gaps in experience levels. It's not as though there is a large group of people waiting to take the place of the boomers who are retiring. There aren't, because we left a hole somewhere in between the younger and older generations, reflecting a time when apprenticeship training wasn't a priority for employers and skills shortages were not yet a significant issue.

What are the key issues that affect apprenticeship training, including perceived barriers to training?

Sarah Watts-Rynard: CAF has identified nine key barriers. Negative perceptions and lack of knowledge about apprenticeship by young people is a big one. Employers need to be aware as well. Our surveys show that even those employers who work in apprenticeable industries aren't always aware of apprenticeship training (about 50 per cent). Those who do will sometimes identify cost as a barrier. They feel that the cost to train an apprentice is a hindrance. You have to register with the province; you have to assign a journeyperson who has the experience to work with the apprentice. Some employers have identified lost productivity and the burden of administrative costs as barriers to apprenticeship training. A lot of CAF's work in the last few years has been around the return on training investment, to be able to show skilled trades employers that for every dollar they invest, they make on average a return of $1.47. We've been able to undertake studies in 21 different trades to come to that average. We have been able to convey this information to employers, apprenticeship authorities, and labour representatives. Stakeholders across the country use this data to convince employers about the value of apprenticeship training.

There is a different perception of the value of the trades as a career option in some parts of the world. The trades are generally held in higher regard in Europe. Here, if students don't do well in high school, they may be encouraged to learn a trade as a last resort, undervaluing the skills required to be in the trades. You want smart people in the trades, people who will be your high performers. We have to turn this negative perception around. There are many advantages to being a skilled tradesperson – portability of skills being one advantage.

Have government education policies changed as a result of your work?

Sarah Watts-Rynard: I think so. Apprenticeship is regulated by each of the provincial and territorial jurisdictions. Every jurisdiction has its own apprenticeship system and its own way of going about regulating apprenticeship. CAF's work has been more around influencing policy than changing it. I think one of the most effective things that we are able to do is to have provincial and territorial governments looking beyond their own experience, to be able to gain insight into some really innovative practices that are happening in another part of the country that they might not have known about.

Federally, there are apprenticeship grants and tax credits for tools that are available. While I certainly couldn't say that CAF has been responsible for those being in place, I think that we have been able to bring a national profile to apprenticeship so we don't have a federal government that says… "oh, that's just a provincial matter that has nothing to do with us." By bringing the stakeholders together, across trades, across sectors, across all the provinces and territories, we've been able to showcase how this is a national issue vital to our economic well-being. For example, resource extraction is inextricably linked to skilled tradespeople.

What message would The Canadian Apprenticeship Forum most like to emphasize?

Sarah Watts-Rynard: From my point of view, we still need to be talking about the value of skilled trades to Canada and that it is a great career choice. We have to be telling the next generation that there are good careers here. If you love working with your hands, that is not a bad thing. That is not substandard. More parents are starting to realize that plumbers and electricians make really good wages and these would be good career paths for their children. And the skills are portable, so if you lose your position, the chances are excellent you'll find another job in short order. Once you have your certification as a skilled tradesperson, you can work anywhere in Canada or around the world. There are opportunities for advancement to managerial or supervisory positions. Many tradespeople also pursue entrepreneurship and are able to be their own bosses. ■

An Interview with Ken Coran, president, Ontario Secondary School Teachers' Federation

ONTARIO EDUCATION MUST LEARN TO DEAL WITH MASSIVE SPENDING CUTS

Ottawa Expected to Get Off Lightly


Ken Coran

PHOTO: COURTESY OSSTF

The public education system in Ontario will be hit with $2.6 billion in cuts over the next three years. The education cutbacks will have an enormous impact on students and teachers across the province. *Ottawa Life* spoke recently with Ken Coran, president of the Ontario Secondary School Teachers' Federation.

OTTAWA LIFE: What's your take on the Ontario government's proposed changes to education funding and cuts to education budgets?

Ken Coran: Through the government's deficit-reducing measures and the Drummond Report (*Commission on the Reform of Ontario's Public Services*), it was repeatedly indicated that the government was going to invest more in education and in health care. In education, they said the budget would increase by 1 per cent to 1.5 per cent. But what we're actually seeing is that they are taking money out of education – $500 million in year one. In the second year, it's projected to be $850 million. And in year three, it's projected to be $1.2 billion. That's quite severe. The government is trying to address the deficit by 2017-2018, but whenever there are any kinds of reductions, obviously there are going to be some unfortunate results.

Those cuts started immediately. This past March, right after the Budget was introduced, the next thing that happened was something called the *Grants for Student Needs*. Those are the funds that flow to the school boards. This affects boards directly as funds are allocated based on needs, and other issues like enrollment. It's a two-pronged scenario. One is the infrastructure – the buildings that house the students and the facilities, and the people who work in those buildings. These factors vary across the province, from region to region. Add to that declining enrollment, especially in the secondary panel. There are 72 school boards across the province: 31 are English Public; 29 are English Catholic; there are four French Public; and there are eight French Catholic. Therefore, the extent and impact of the funding changes and cuts to board budgets are yet unknown.

OTTAWA LIFE: Many educators were expecting cuts to be announced last March, but not to this extent. Why do you think the cuts to education were deeper than expected?

Ken Coran: The fact is that education and health care are a large proportion of the government's budget. Because of that, obviously those would be the ones where any changes would have the most significant impact on finances. There has been tremendous improvement in education over the last eight years. That improvement has largely been the result of greater collaboration with government and of having the funds to make sure there were enough teachers and support staff to provide the resources the students need and to deal with emerging issues, such as mental health issues. Our concern is if we start to lose teachers and support staff personnel, will this collaboration and some of the gains that have resulted in Ontario having one of the best education systems in the world – be challenged? We are also concerned with the whole collective bargaining process. Where will that scenario end? Right now there is only one education union that is really still talking to the government. The others have pulled away from discussions (in frustration over the government's intransigence). The government is trying to freeze wages and in our case, (for OSSTF), we acknowledge the fact there's a deficit and that the government has to address these financial concerns. We proposed to the government that we would accept a wage freeze for two years. We also proposed other cost-saving measures. The government flat out rejected our proposals. The areas where they've really dug in their heels won't result in the harmonious relationship that seems to have existed in the past. Teachers will individualize some of these measures if in fact they end up occurring. They will make their decisions accordingly based on how some of these changes may impact them.

OTTAWA LIFE: How does this slashing of the education budget square with the Ontario government's pursuit of a knowledge economy?

Ken Coran: You can read quotes from the Minister of Education or the Premier and they will consistently say that over the last eight years there have been significant gains in education, which there have been. It's one thing to have buildings but it's another thing to have the people in the buildings performing at the highest level. We believe that our educational workers – both teachers and support staff – are working at capacity right now. So if you were to alter some of those working conditions, or reduce the number of staff, if we're already working at 100 per cent, and you remove some of those things, then obviously you can't be expected to continue to work at that level. And if they do continue to work at that level, can they still get the results as all these other components are changing? So I think it is a concern that you can only ask so much of people and then, when things change, the actions may change a bit. As educators, we try to have students achieve the highest level of success they can, but when some of these other things are changing, the ability to do that is reduced. And so it would be this reduction that I think is the concern. This will impact different boards differently based on decisions made locally. We believe that the more individual attention a student gets, and the more resource-people there are to deal with these identified special needs, that obviously will provide the best results.

OTTAWA LIFE: How will the cuts affect Ottawa school boards? What are the expected job losses/school closures in the National Capital Region and how will these affect standards of education in Ottawa?

Ken Coran: I believe in Ottawa the enrollment is pretty much status quo and may even be up a bit. Therefore, with regards to the Ottawa-Carleton District School Board, my assumption would be that job cuts are not likely to occur. Not so everywhere. In other places we're going to experience

PHOTO: M DONOVAN

We believe that the more individual attention a student gets, and the more resource-people there are to deal with these identified special needs, that obviously will provide the best results.

severe cuts, obviously.

Since 2007, every school board has set up Accommodation Review Committees, tasked to look at the capacity and enrollment of each school. The committees then determine to what percentage of the capacity the school is actually using. Most boards will look at these capacity reports on a yearly basis, and then determine if some schools should be closed, or amalgamated. There may be areas where new schools should be built, based on the demographics and the population growth. School trustees are tasked with some difficult decisions. I think you have to look at things such as school configuration. Are there ways to combine classes? Can you have a grade 7 to 12 school, for instance, instead of just a grade 9 to 12 school? Or it might be better to have some students from a senior elementary school move into a nearby secondary school that's not at capacity to make better use of the facilities. A number of school boards are starting to do things of that nature. And of course the big news that all school boards are working under now is that the government has announced plans to amalgamate school boards again. It is our understanding that this may occur in the next two years. That could also really change the way things are structured.

OTTAWA LIFE: In your speech at the Ontario Federation of Labour's Day of Action Against Cuts on April 21, you said: "We have a saying in our organization, our organization represents 60,000 educational workers, and we live by one theme, and that theme is 'actions speak louder than words.'" What actions does the Ontario Secondary School Teachers' Federation plan to take to stop or curtail these spending cuts?

Ken Coran: We provided pre-budget submissions. We continue to lobby politicians and we try to help in as many ways as possible with suggestions and collaboration, but the recent actions from this government are not lending themselves to that collaboration anymore, which is very concerning to us. Statements have been made, and the reality is that problem-solving is very important and we would expect the government to problem-solve or collaborate in a manner indicative of the way they did things in the past, which they are not doing right now. We're the front-line workers and we're the ones who believe that when we make suggestions, they should be respected. There should be discussion and if it's in the best interests of students, then that should be something that receives the necessary funding.

OTTAWA LIFE: Is there any way to end this story on an upbeat note?

Ken Coran: I wouldn't say so right now. The Premier has made statements that all the collective bargaining will be done by September 1. We would hope that, if that is the case, it will be done so both sides are respected and the previous collaboration can continue and that the educational workers – teachers and support staff – would be respected and that this respect would be illustrated in the collective bargaining process. Unless things change, we will be taking strike votes across the province from August 28 through to the first week of September. ■

moving series by damira davletyarova

On The Move

For many of us, Canada Day was a time for family get-togethers, barbequing in the backyard and watching fireworks. But for some of us, Canada Day meant looking for a mover, packing boxes and bags and saying goodbye to friends and neighbours. If you have decided to move, summer seems like the perfect time to do so. Yet, experts say it's the most expensive time of the year to change your address. Moreover, there are other pitfalls you must avoid before making your move.

Make the Right Move

In fact, Canada Day is one of the busiest days of the year for moving, says John Levi, president of the Canadian Association of Movers (CAM), which represents 300 moving companies across the country. If Canadians decide to move, Levi says, they will do it between mid-June and early September. And, they will certainly take advantage of two long weekends. "It's because children are out of school, people take vacations – it has been a tradition in this country that people move at this time of the year."

Just in these three months, according to Levi's data, the moving industry makes up 70 per cent of the year's business.

Even though it's one of the most convenient times of the year to move, it's also one of the most expensive. Resources are scarce, explains Levi, and many people book movers and trucks months in advance. Due to high demand, the companies raise their prices. Depending on how far you are heading, how much you possess, the move can cost you from $500 up to $15,000, or even higher.

There are many other problems you should avoid before you decide to move, especially when it comes to hiring a moving company. Usually, Levi says, many customers start searching for companies on the Web – which can be "disastrous" says Levi. Instead he suggests you contact CAM before choosing a reputable moving company because it's hard to tell whether a company is reliable or a "thief."

Moreover, Levi advises that you obtain estimates inside your house. The moving representative must come to your house and provide a cost estimate; all the promises should be written down and signed by both sides. Otherwise, there is nothing and nobody to protect you. Levi says that if you think the government will protect you, you are sadly mistaken.

"If the consumer doesn't hire a reputable mover, they can spend years over the claims, and they are going to end up with broken furniture, missing valuables and overcharges – and they will never collect any of it back."

CAM isn't the only place to find a reliable mover. The Ontario Ministry of Consumer Services or the Canadian Council of Better Business Bureaus are also credible sources of information.

How Mobile Are We?

Not very, according to Statistics Canada. In 2010, some 260,000 Canadians moved from one province or territory to another – which is eight people out of a thousand. In 2006, the number was 305,100.

It has been declining since the beginning of the 1970's, writes Hubert Denis, an expert in the federal department's Demography Division. In fact, in 2010, the number of Canadians who were moving was the lowest since 1971. Denis indicates that an aging population is the main reason why Canadians became less mobile – the boomers who constitute the country's largest demographic cohort are retiring and less likely to move.

Even though the numbers of customers is decreasing, Canadians still fall prey to moving companies that can't fulfill their promises. Sometimes moving to a new home can be a nightmare if you end up dealing with a disreputable company. We asked John Tessier of Stittsville, Ontario, about the worst experience he ever had that involved movers.

"We were moving in 2003 and needed a mover, so we looked in the paper and online and I found this moving company. I called them and they asked me over the phone about what the move was. So I told them what day I needed them and they showed up. They had a large truck with no signage on it, so obviously it wasn't a company truck. Maybe it was a rental! There was one guy who appeared to be in his mid-twenties who seemed fairly fit, and there was this other guy who should have been in a special care unit at a hospital. He looked like he was 80.

PHOTOS: COURTESY ATLAS MOVING AND STORAGE

"I felt horrible. I saw this old guy carrying heavy furniture and it's almost like you think it's your own grandfather. I spent the day helping these guys and they never said 'no, don't worry about it.' I hate moving. I'd rather run tin foil across my teeth. Finally loaded up they drove to the new place and I pulled in the driveway behind them. They told me that before they started unloading the truck it was going to cost more money! We had agreed on $1,400. Now it would cost almost $2,000! They were charging me more because there was more furniture than they thought. I told them to pound sand and unload the truck. They refused. They only started unloading when I dialed the police." He added, "I told them they weren't leaving the place until the furniture was unloaded. The irony is I ended up helping them unload."

"What I learned from that experience is that when you're moving, you're much better off dealing with a legitimate company, even if it costs more."

Making Your Move Hassle-Free

Sam and Dorothy Champlain moved from Ottawa to their retirement home in Port Moody, B.C. Their experience with a moving company was much more positive than Tessier's.

Sam Champlain described the process: "We selected the moving company simply by consulting the Yellow Pages. There were several reputable franchises (for lack of a better term) in Ottawa and we settled on Atlas Van Lines and picked out Royal Moving & Storage. We called Royal because we liked the company's ad. A very charming, laid-back Cape Bretoner by the name of Joe Sears came over right away to give us an estimate on the move. Our first impression of the company was a very reassuring one, because moving all one's possessions across Canada is not a decision to be taken lightly. Joe answered all my questions beautifully and my wife and I were very impressed."

Champlain elaborated that Sears walked through the house with a clipboard and a form and broke out the entire house into its various components: kitchen, garage, third bedroom, etc. "Joe was really thorough and he pointed out things we didn't even think of… stuff that was concealed in some nook or cranny or that we just hadn't noticed in a while", explained Champlain.

"Our departure date was determined and it was a month hence. During that period, the inventory was taken and Joe took all the information back to the office. About a week later, he showed us a written estimate for just over $10,000, including HST. It was a clear and concise estimate. It showed everything: how to calculate weight for each item, surcharges, the HST, and so forth."

"Each one of our more delicate and fragile possessions (such as a crystal set, old china and a plentiful wine collection) was wrapped in a space-age foil so it wouldn't be soiled or broken. The day prior to the departure date, four guys from Royal came over and packed for us whatever we wanted them to pack."

Champlain was also impressed with the care displayed for non-tradional cargo. "Another concern was my 30-year-old sports car. I wanted them to take that as well. They wouldn't pull it but instead put it inside the van, which made me happy. When we reached our destination they just backed the car out and parked it.

The Champlains were reassured by the professionalism of the company. "Only one van was required for the move that included furniture from both our home and my office. Joe stayed for the entire loading, which I thought was incredible. The driver was uniformed, very professional, reflecting good order and administration. The move couldn't have gone more smoothly, and there was absolutely no breakage whatsoever. The entire move from start to finish was trouble-free."

Atlas Van Lines Canada... A Trusted Name in Moving

Atlas Van Lines Canada provides local, long-distance, international, cross-border and specialized moving services through 150 agent moving companies located in every province and territory.

Atlas Canada has become the "national mover of choice" for thousands of families and companies because of its quality service, ethical business practices and ability to provide customers with a positive moving experience. Each day, Atlas does its utmost to exceed the service expectations of its customers through its *Quality in Motion Moving Program*, the first of its kind in the Canadian moving industry.

"We believe in educating our customers about the moving process and providing full disclosure so they understand what to expect on their move. Our "Quality Assurance Certificate" defines our responsibilities. This document is signed by our moving consultant and is the customer's guarantee that we will deliver on our commitment" says Carol Davis, Atlas' Vice President of Marketing & Corporate Communications.

A considerable amount of time, effort and money is spent on training Atlas personnel. Webinars, regional meetings and hands-on workshops are used for the delivery of training to Atlas Canada's moving consultants, packers, loaders, van operators and administrative personnel.

Headquartered in Oakville, Ont., with over 100 full-time staff members, Atlas Van Lines (Canada) Ltd. has the necessary financial, technical and human resources required to provide support services to a national mover network of over 150 qualified Atlas Canada agents. Whether customers are moving across Canada, moving to or from the United States or moving overseas, Atlas can help.

Each moving company that represents Atlas must meet stringent standards to ensure consistent quality service and a high degree of accountability to long-distance moving customers. Over 2,500 Atlas personnel have been background checked to date under the company's No Stranger in Your Home™ initiative. Atlas is the

continued >> page 59

public servants series by dan donovan

PHOTO: CH/INNOVATION NORWAY

PHOTO:HEIDI WIDERØW/ INNOVATION NORWAY

Norway Shows Canada a Better Way

PHOTO: YNGVE ASK/INNOVATION NORWAY

In Canada, we have much to be thankful for. But as a society we still struggle with equality rights and, as wealthy as we are as a nation, we don't provide a guaranteed standard of living to all our citizens, most notably many of our aboriginal people who still live in squalor and abject poverty. Many Canadians balk at the idea of universal day care. Opponents feel the state has no role in the upbringing of children and that this should be the sole responsibility of parents. Proponents believe universal daycare helps families and parents cope. Canada is having an identity crisis when it comes to environmental issues. Even with all the scientific data, many still question climate change.

After a recent trip to Oslo, Norway, it occurred to me that Canada can learn much from Norway's political system and its values, which place an emphasis on caring for its people and treating the environment with respect. Norwegian values are rooted in democratic ideals. The United Nations' Human Development Index consistently ranks Norway in the Top 3 of the world's most prosperous countries and best countries to live in. So it makes sense to see what we can learn from a country that is obviously doing a lot of things right.

Like Canada, Norway is a constitutional monarchy. The Norwegian king and his family have no real political power but are an important symbol and mean a great deal to the people of Norway. This was clearly evident in 2011 after the Anders Behring Breivik massacre that killed 77 people and wounded dozens more. Norway's King Harald V and Queen Sonja led the nation in mourning at an emotional memorial mass that helped the country begin the healing process. In Canada, the importance of the monarchy has been reinforced in the past year with the outpouring of support for the celebration of Queen Elizabeth's 60th Anniversary and the visit of the young royals, William and Kate, in the summer of 2011.

Norway's secret as one of the world's great liberal democracies is that it values hard work, a strong work ethic and free enterprise. However, Norwegians also want the chance for prosperity for all their citizens. For them, this means having as few people suffering as possible, healthy children and crime-free streets. Collectively, Norwegians have developed an egalitarian model to achieve these goals. This model, delivered by the Norwegian government, manifests itself throughout Norwegian society in many ways. Norway was one of the first nations to give women the right to vote. Norway was also among the first countries in the world to elect a female prime minister. Today, 40 per cent of the representatives in Norway's Parliament are female.

Gender equality has changed the Norwegian male's role as a father. Norway has a paternity leave quota, so that fathers can take extended time off to be with their children. This has helped make the mixing of careers and family a lot easier. In Norway, it is not uncommon for a man to make arrangements to work flex time so he can spend longer periods with his family or leave work early to pick up children from school or daycares. There is no financial penalty for doing so. In fact, this process is applauded and rewarded in Norway and professionals have embraced it.

While in Oslo, I met with Trond Gabrielson, a thirtysomething advisor at the Ministry of Foreign Affairs. His wife works professionally as a journalist in Oslo. Gabrielson has the duty of picking up his kids from daycares each day at 4pm. He leaves his office at 3:15pm and takes a commuter train 30 kilometres north to the picturesque village of Drammen. He then goes to a small day care centre to pick up two of his children and walks up the street to pick up the youngest at another daycare. (Daycares in Norway are also subsidized by taxpayers.) Then they all walk home. The kids are excited to see their dad and tell him about the day. Gabrielson said he cherishes

these moments in his daily routine. The trade-off is that he must take the early train each morning – his wife has drop-off duty for the children. Gabrielson finds he is more efficient at work because he has to make that train at 3:15 for the kids. He notes that there is no professional penalty for leaving mid-afternoon and if a meeting is scheduled that he cannot make, his colleagues will brief him later via email. Gabrielson says it is quite normal for everyone in the office to have a similar experience. Work doesn't suffer. Home life is better and time with the children is increased. "In Norway, our most cherished value and our real wealth – is our children," he notes.

Like Canada, Norway has relied heavily on primary industries such as forestry, agriculture, fisheries, oil and gas, and mining. However, in recent years, Norway has led the world in investing heavily in research and development, resulting in its emergence as a world player in information technology, biotechnology, nanotechnology, automotive, hydrogen and renewable energy. At the same time, its traditional industries such as agriculture and fisheries products have spun out lucrative new industries in organic foods and aquaculture. In addition, Norway's oil and gas production continues to grow and it is now the wealthiest energy export country in Europe and 14th globally.

Norway is constantly developing its natural resources to produce energy for home and for global export. Unlike Canada, the Norwegians are investing hundreds of millions of dollars in environmental protection and innovation and the fight against climate change as part of their overall energy strategy. The Norwegian Meteorological Institute (NMI), with main offices located in Oslo, Bergen and Tromsø, has over 500 employees and another 650 paid observers of various kinds around the country who provide weather forecasts for Norway and its coastal waters as well as more specialized services such as ice monitoring in Arctic areas, oil spill detection, and search and rescue forecast. NMI marine forecasts are issued commercially to assist oil companies and more generally for the public. Stale Skramstad – a security and emergency planning manager at NMI, says that "NMI's mission is to protect life, property and the environment, and to provide the meteorological services required by society."

Contrast this against the Canadian Conservative government decision to cut hundreds of millions of dollars to meteorological and climate change research and sustainable development planning and research. The elimination or severe reduction of funds for research into climate change and the Arctic has especially serious implications, given that the Canadian Arctic is warming faster than almost any other region on earth. Scientists say that these sharp cutbacks will mean a drastic shortage of funds to monitor huge environmental changes in Canada's Arctic, including melting sea ice, thawing permafrost, a rapidly changing tundra environment, and widespread impacts on fauna and flora. When I asked Stale Skramstad what he thinks of Canada cutting these services, he looked at me perplexed and said: "To what benefit are they doing that?" I, of course, can't explain.

Later I meet Oyvind Aaring, a project leader with Norway's Ministry of the Environment. Aaring points out that Norway has established a climate and energy fund to promote technological advances in industry. The aim is to develop technology that reduces greenhouse gas emissions. The fund will be increased from $1.2 billion in 2013 to $8 billion in 2016. He notes that the fund and a strict sustainability policy are key to Norway's global competitiveness in the fisheries and energy industries. "These industries are important to Norway – they sustain our quality of life. We feel we must protect the environment to ensure the long-term sustainability of the resources and the future generations in Norway." When I comment that some argue that these types of government projects sometimes waste money or cause delays, Aaring is very matter-of-fact. "Yes, if they are not run properly. We believe in science and facts in Norway and you need experts to determine these things."

In Norway, the government has significantly strengthened rules relating to its fisheries protection, environmental assessment, endangered species, and national parks, whereas in Canada, the Harper government has greatly weakened these rules. For example, Canada's Fisheries Act will no longer be focused on habitat protection; instead, it will restrict itself largely to the commercial aspects of resource harvesting. In Norway, protection of fish habitat is the ministry's number one priority. Ministry personnel see it as the underpinning of everything else they do. This policy has made Norway the most successful fishery in the world. In 1990, there were 17,000 registered vessels in Norway. Twenty years later, the number has been reduced to 6,000. The number of fishermen has

On The Move >> from page 57

first van line in Canada to implement a nationwide background-check program.

Royal Moving & Storage of Ottawa is a proud member of Atlas Van Lines. Beginning as a small local moving company in 1983, Royal Moving & Storage has grown to include a Cross-Border Operations Department and a Door-to-Door Overseas Division that can service most any city in the world.

Royal Moving & Storage consists of 50 employees, with an average length of service of 15 years. Among these, the Atlas subsidiary company boasts six Quality Award-Winning drivers.

Royal Moving & Storage can help you move across the street or across the country. Its Customer Service Radius spans 250 miles, and Royal Moving & Storage will work in conjunction with the 180 agents in the Atlas Van Lines (Canada) Ltd. Network to ensure that you have a smooth move ■

For more information, visit www.atlasvanlines.ca/index.html and/or www.royalmoving.com/.

also been substantially reduced. Nonetheless, the catch volume and the value have increased. In addition, the Norwegian fishing fleet remains diversified – with large and small vessels along the entire coastline.

In a speech in Oslo last year, Lisbeth Berg-Hansen, Norway's Minister of Fisheries and Coastal Affairs, said that "the principle of sustainability is a cornerstone of Norwegian fisheries management. Based on previous experiences of fish stock being reduced, we all know that the fishery resources are limited and need to be managed accordingly. I believe that Norway is on the cutting edge of fisheries management. We have implemented a scientifically-based management, where the precautionary principle is crucial." So why has the Canadian government gone in the opposite direction? Four former federal fisheries ministers also question the government's reasons behind these changes to the Fisheries Act: Mulroney-era Conservatives Tom Siddon and John Fraser, and Liberals Herb Dhaliwal and David Anderson, who both served under Jean Chrétien, said in an open letter in June 2012 that they don't believe federal ministers have given plausible explanations for these changes. It is indeed perplexing. It's almost as if the Conservatives don't trust science.

Just as odd is the Harper Conservatives' recent decision to change ocean dumping to allow the Minister of the Environment to make decisions on permitting. In Norway, this would never be allowed, as citizens believe any dumping into Norwegian waters must be highly regulated and controlled and never left to be resolved by a politician.

On the entire issue of environment policy, the Norwegian and Canadians are polar opposites. In Norway, the *Cities of the Future* project is a collaboration between the government and the 13 largest cities in Norway to reduce greenhouse gas emissions and make the cities better places to live.

Today, cities are home to half of the world's population and are the biggest consumer of energy, responsible for 80 per cent of the world's greenhouse gas emissions.

PHOTO: NANCY BUNDT/INNOVATION NORWAY

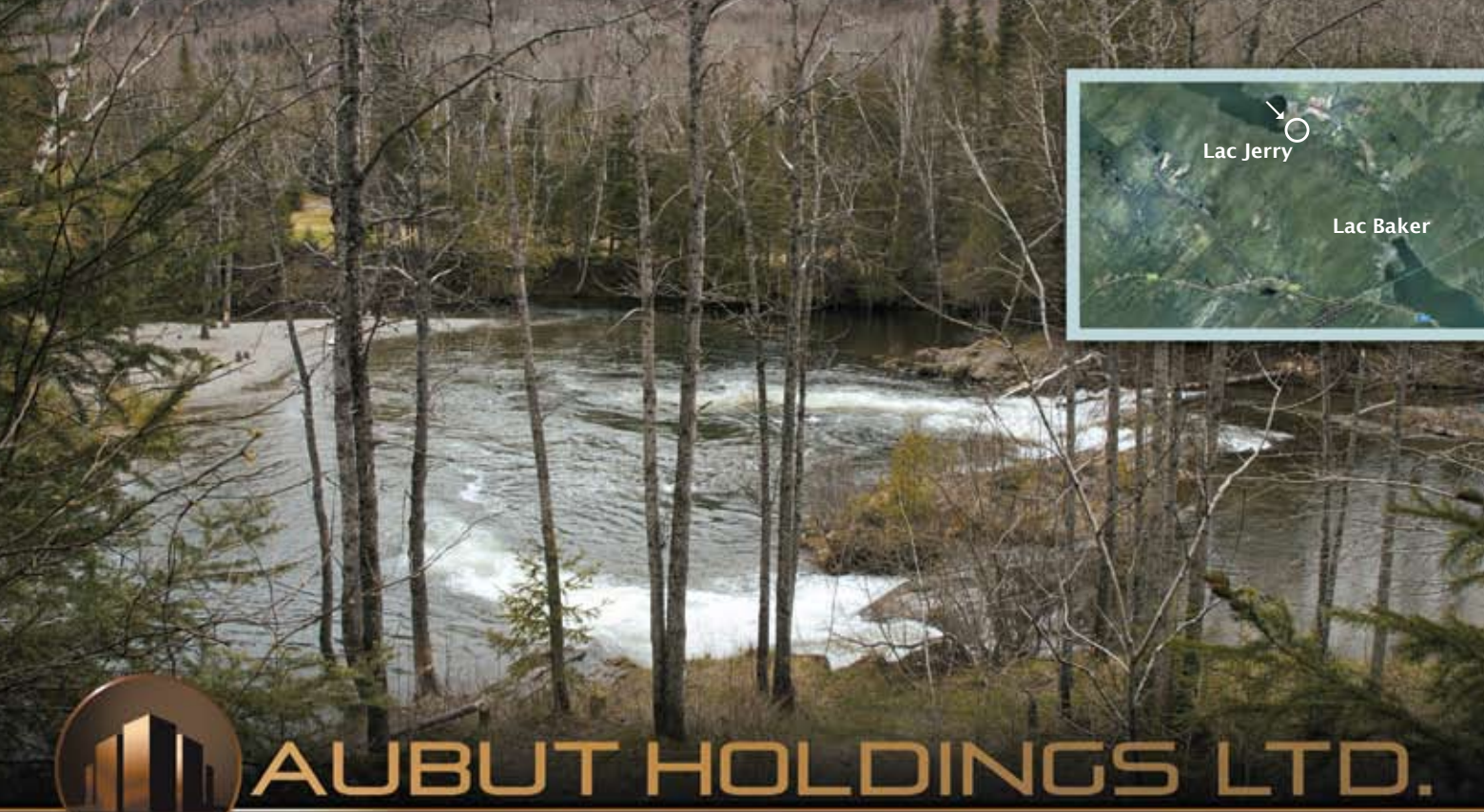
Norway's *Cities of the Future* are densely built. This means people can walk and cycle instead of using cars, reducing pollution. Fewer cars and roads make more room for bike paths and parks. This makes the cities prettier and makes people healthier. These 13 cities in the project are: Oslo, Brume, Drammen, Sarpsborg, Fredrikstad, Porsgrunn, Skien, Kristiansand, Sandnes, Stavanger, Bergen, Trondheim and Tromsø. I visited Oslo, Drammen and Tromsø. For the project, the government has policies to avoid building workplaces where there is no tram or bus. The focus is on building cities where people want to live. *Cities of the Future* is a catalyst to make sure this cooperation takes place.

These municipalities share their climate-friendly city development ideas with each other and with the business sector, the regions and the national government. In Drammen, the local school board has built the Marienlyst School which is the most energy-efficient school in the world, saving the school board hundreds of thousands of dollars in energy costs each year. In Canada, we can't seem to agree on or provide reasonably cost-effective mass transit services for Ottawa and Toronto and we let developers determine our cities' fate and this involves cars and ugly, sprawling suburbs.

If you talk to many Canadian Conservatives, they will argue that this is all social engineering, the underlying assumption being that social engineering is bad. It seems to work in Norway. I put the question to Norwegian Conservative Member of Parliament Andre Oktay Dahl. He said the problem with this is perception. "In Norway, conservatives and liberals will disagree on many things. But we all agree on science and facts and we all agree that we need to protect our environment." He also notes that Norway has much more "open-minded" reflections on social policy. We are more libertarian in that way. "We believe that people should be free to live their lives as they see fit and make their own choices. The state policy can be used to achieve protecting the right or for others not to interfere with these rights". Dahl, an openly gay Conservative MP, is much respected in Norway for his Parliamentary work and for his business and finance views. When I point out to him that there are several gay ministers in the Harper government who have key positions but who have not "come out," I ask him if this is hypocritical. "No, not at all. That is their right. They should only come out if they want to. In Norway we respect a person's privacy. The only time I could see where you would force them to come out is if they are being hypocritical. You know – imposing a social idea that is counter to their being gay or their own reality. Otherwise they should be left alone. Many conservatives are gay but they are still conservative in their political belief. They prefer to be defined as a conservative who happens to be gay, not a gay conservative."

So what Canadian conservatives sometimes derisively call the welfare state is anything but. Norway undoubtedly has one of the best welfare systems in the world, making sure that people who are sick and unable to work, or who are unemployed for whatever reason, are not left out in the cold, but are given support so they can live with dignity. This, coupled with strong public education and health care systems, has led to a society in which it is easier to bounce back from a difficult situation. ■

NEXT ISSUE: Norway's Social Policy: Equality Rights and Rights for the Disabled



AUBUT HOLDINGS LTD.

Perfect for building your retirement home or cottage.

Uniquely positioned in Québec, at 2 miles from New Brunswick (Baker Lake), 27 miles from Edmundston (N.B.) and 7 miles from the US border, in Maine.

This 1/2 acre parcel of land is adjacent to beautiful waterfalls, with two swimming ponds; it's also part of « Lac Jerry », which is about 12 miles long by 2 miles wide.

Asking price : $189,000.00.

This jewel of nature cannot be reproduced, and it's available for purchase to create a dream of your own.

301 Metcalfe Street, 3rd floor
Ottawa ON
K2P 1R9

Telephone: 613 230 5353
Facsimile: 613 236 4822

Email:
matthew.graham@aubutholdings.com

Government Cutbacks

PUT A DAMPER ON NATIONAL PUBLIC SERVICE WEEK 2012

Each year, *National Public Service Week* celebrates the contribution of Canada's public service to this great nation of ours. This year – the 20th anniversary of National Public Service Week (held from June 10 to 17) – should have been particularly auspicious. In recognition of the past two decades of solid service, the Government of Canada adopted the slogan of Celebrating our Commitment. But with the government slated to lay off 19,200 public sector employees by 2015, commitment to Canada's public service is, it would appear, woefully one-sided. While Canada's public servants continue to provide their fellow citizens with excellent services, the Government of Canada has repaid this commitment with the second-largest level of public sector layoffs in recent history. While the aim of the government – to cut the federal deficit by $5.2 billion by 2015 – is a laudable one, the scope, nature and manner of the cuts are cause for considerable concern and reflection, certainly not for celebration.

To recap, under the cuts, Canada stands to lose basic public services vital to any industrialized nation. The layoffs erode core public services – water safety, food inspection, drug and product safety monitoring, to name but a few. government departments targeted under the cuts include Environment Canada, the Canadian Food Inspection Agency (CFIA), Health Canada and the Canada Border Services Agency. It is not an exaggeration to state that the depth and size of the cuts imperil public safety and security. For example, CFIA stands to lose at least 10% of its front-line food inspection agents in 2012. This, at a time when the CFIA has recorded a jump in supermarket recalls. This year alone, 135 meat products were recalled from supermarket shelves. Then there is water. Environment Canada is set to lose scientists tasked with monitoring water quality, putting Canadian drinking water at risk. (Earlier this year, in one week alone, 137 scientists were given notice that their jobs were "affected.") The list goes on.

As if to add insult to injury, this year's Public Service Week coincided with the first wave of 2,200 federal public service layoffs. That is, the more than 18,200 who received notices their jobs would be "affected" by the 2012 federal budget cuts received confirmation they would in fact lose their jobs.

Then there is the way in which the cuts were conducted. Despite the initial announcement about pending cuts to the public service being made in 2010, Canadians still do not know the full extent of the cuts. In April 2012, Treasury Board President Tony Clement said details of the cuts would not be known in May 2012, as previously announced. Instead, full details of the cuts would be known in spring 2013, upon the release of the departmental reports on plans and priorities. These reports outline, among other data, project staffing levels within particular government departments for the coming year.

As if to put any doubts about the government's lack of commitment even to basic public services at rest, a report issued by the government in March 2012 made its position clear. The report, *Moving Ahead: Public Service Renewal in a Time of Change,* released by the Prime Minister's Advisory Committee on Canada's Public Service, stated: "One of the major tasks that senior leaders will face is the deliberate downsizing of the public service." This would imply the downsizing of the public service is not just about the containment of costs. It is about smaller government. It is about a reduced public service sector.

So while the Professional Institute of the Public Service of Canada (PIPSC) remains steadfastly proud of the contributions of its more than 60,000 members, it will not, as in past years, embrace the government's so-called "commitment" to the public service. Instead, PIPSC will do as it always has done. It will not only support, encourage and stand by its members in solidarity as they move through this difficult time, it will continue to defend every Canadian's right to high-quality public services.

In a letter to Privy Council Clerk Wayne Wouters, PIPSC said it does not believe the current government can credibly invite Canadians to mark *National Public Service Week* under the slogan of *Celebrating our Commitment*. After all, the government's actions have put at stake programs and services which generations of Canadians have struggled to build and that future generations have every right to inherit. And while the government continues to undermine these public sector programs and services, PIPSC will continue to highlight the government's lack of commitment to Canada's public sector. Failing to call the government to account on such a matter would not be in keeping with the true spirit and commitment of Canada's public service. ■

For the Public Good

The Union of Public Service Professionals
Serving Canadians since 1920

THE PROFESSIONAL INSTITUTE OF THE PUBLIC SERVICE OF CANADA
L'INSTITUT PROFESSIONNEL DE LA FONCTION PUBLIQUE DU CANADA

www.pipsc.ca

THE END OF THE SLOTS AT RACETRACKS PROGRAM

AT WHAT COST TO THE ECONOMY?

Ontario veterinarians remain deeply disappointed by the provincial government's decision to end the Slots at Racetracks Program – a decision that will negatively impact animal welfare, the economy of rural Ontario and those employed in the horse racing industry.

The Slots at Racetracks Program has been a highly successful partnership and an investment that returned over $1 billion in annual revenue to the provincial government. What's more, it employed 60,000 Ontarians, including thousands of people working in the agricultural sector and equine industry.

The Drummond Report recommended that the Province undertake a money-for-value review of Slots at Racetracks; a recommendation the Province failed to follow. It also neglected to adequately consult with concerned stakeholders before making this significant decision.

Ultimately, the termination of this 14-year partnership will place further strain on Ontario's sensitive economic recovery.

Ontario veterinarians urge the provincial government to reconsider this devastating decision and to implement the recommendation as stated in the Drummond Report. Slots at Racetracks is a fruitful investment in the industry with tangible, prosperous results for the people of Ontario. Now is not the time to tinker with successful, long-standing partnerships that get results for everyone. Let's move forward, together.

OVMA
ONTARIO VETERINARY MEDICAL ASSOCIATION
Your Source. Your Voice.

OAEP
ONTARIO ASSOCIATION OF EQUINE PRACTITIONERS