

CCBC

A COAST TO COAST BUS COALITION



Partnering to ensure safe and affordable transit and transportation services for all people living in remote or rural communities.

2021 Initiatives

Buses Connect: Rural communities and hub centres provide services to a wide array of society, such as young students, elders and seniors, businesses, First Peoples of Canada, and marginalized and low-income individuals. Without buses, it would be challenging to travel and move around Canada freely. Buses can go anywhere the roads lead, with limited restrictions due to storms or inclement weather. They are quick and easy to deploy and adaptable to Canada's evolving population and demographics.



Medical Appointments and Visits



First Peoples of Canada, First Nation, Inuit, and Metis



Time Sensitive Samples: Blood, Water, Medical, Tissue, Mineral



Access to Federal and Provincial Government, Social Services



Travel, Tourism, Entertainment



Shopping and Municipal Services



Education, Training, Knowledge



Mines, Forestry, Manufacturing, Farming



Package and Freight Service



Not for Profit, Social Assisted Clients, Woman Shelters, Treatment Centers, Animal Care, and Others



Work and Employment



Disaster Relief

HUB AND SPOKE TRANSPORTATION SYSTEM

Buses act like spokes on a wheel. Buses connect the rural population to both medium-sized and larger hub centers. A national **Essential Bus Network** will help reconnect communities no longer on the rail network and connect rail passengers to destinations with hub centers that offer rail service. Buses provide the Government of Canada the most affordable way to connect our country and bring essential travel options to all Canadians.





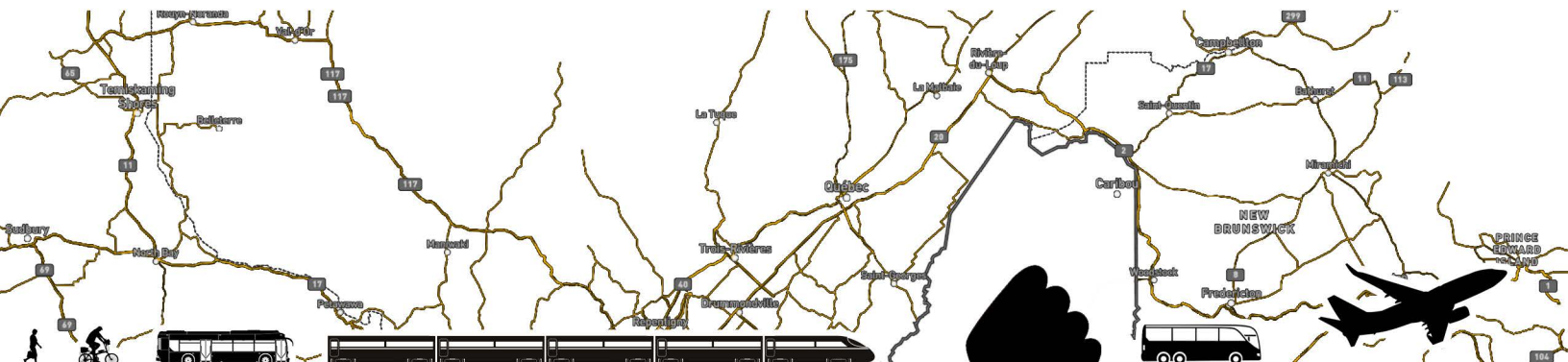
Current Challenge

Since the Government of Canada delegated the responsibility for highway transportation and intercity bus regulation to the provinces in the 1980s, Canada's once strong national network of bus services has suffered successive rounds of route cuts, which culminated in the total collapse of Greyhound Canada service in Western Canada. Under provincial oversight, and with Greyhound dominating the market, Canada's national interest was not a priority. Inconsistent legislation between provinces prevents Canada's bus operators from effectively rebuilding a coast-to-coast, integrated, and connected national bus system and reinstating essential connectivity between all communities. Dependable public transportation, including an **Essential Bus Network**, is just as crucial to Canada's future as any other critical infrastructure. It is therefore imperative that the Government of Canada reassume the role of highway and intercity bus regulation, ensuring seamless interline, inter-provincial, and multi-modal journeys. A **National Highway Transportation Board (NHTB)** would enable the Government of Canada to meet the need for a sustainable, affordable, comfortable, and safe nationwide bus network. The **NHTB** would develop and administer an **Essential Bus Network** in partnership with the motorcoach industry. The Government of Canada often overlooks the contribution and the potential of rural businesses, smaller communities, First Nations, Inuit, and Metis peoples of Canada in the future of the Canadian economy. Under today's provincial oversight of the bus industry, their potential contribution is severely constrained by lack of mobility and connectivity.

“A Connected Canada Coast to Coast Stands Stronger Together”

The National Inquiry Into Missing and Murdered Indigenous Women and Girls:

Greyhound Canada announced in 2018 that it would stop servicing routes along the Highway of Tears and other stops across Canada. Current NDP Minister of Parliament for Skeena- Bulkely Valley, Taylor Bachrach, has argued that the expanded local transit service along the Highway of Tears does not make up for Greyhound's services. Claire Trevena, who served as the British Columbia minister of transportation during the 41st Parliament, said she plans to work with the communities affected by this service disruption to "ensure their transportation needs are met". The MMIWG report recommends that municipalities and First Nations, as appropriate, work with relevant community agencies and police to establish programs at crucial places where women rely heavily on hitchhiking, and incorporate strategies such as the shuttle bus transportation system recommended in the Highway of Tears Report. With a lack of public transportation along that highway to connect more remote communities and First Nations to urban areas, many of those women are forced to rely on hitchhiking, which puts them at risk. Source: www.mmiwg-ffada.ca



Restoring Canada's Intercity Bus Network

The situation for bus operators across Canada is precarious during the COVID-19 pandemic. We are doing our part to urge people to avoid non-essential travel while simultaneously attempting to sustain essential services to their communities. As industry leaders, we are now working to bring together a cross-Canada, coast-to-coast bus coalition to better interline bus connections between regional operators. CCBC plans to close the existing network gaps and proposes that Transport Canada backstop an **Essential Bus Network** to ensure Canadians in rural, northern, and Indigenous communities are never again isolated and stranded without access to safe transportation. This initiative will advance the social and economic objective of providing dependable, effective, and sustainable public transport for all Canadians. This is urgent and due process is indispensable, however, a timely response is critical to saving bus companies from the devastating effects of COVID-19. With the loss of service and benefits identified in this report, Canada will struggle that much longer to bring those companies back. During corporate bankruptcies equipment is sold or liquidated, employees are laid off, and many will change careers, making it hard to get them back quickly, if at all.



Bus



Private Car



Uber/Lyft

Urgent Matter!

The suitable investment is now. **“An ounce of prevention” will pay massive dividends later “worth a pound of cure”** and prevent untold social and economic grief to the municipalities and regions affected. Intercity motorcoach service satisfies many of the needs of First Nations, Inuit, and Metis people of Canada, students, tourists, traveling workers, and government employees by connecting small businesses to more significant hubs and reducing the cost of transportation for parcels and freight. CCBC members are ready to act quickly in partnership with Transport Canada and the Government of Canada.

*CCBC membership is open to any bus operators contributing and strengthening the **Essential Bus Network** by adding new routes.*





Major Selling Points

➔ **Indigenous Partnership:** With the support of the Canadian Government in partnership with CCBC and Indigenous leadership, this partnership can improve economic growth by increasing mobility and access to opportunities. By equalizing access to social services and the economy, we will take meaningful steps along the path to reconciliation while improving the quality of life for all Canadians. The results of this national connectivity will benefit the Government of Canada reconciliation efforts. The coalition welcomes the participation of Indigenous-owned bus operators and will seek to create an environment of economic empowerment and inclusion. Together we will address the transportation issues highlighted in the MMIWG final report.

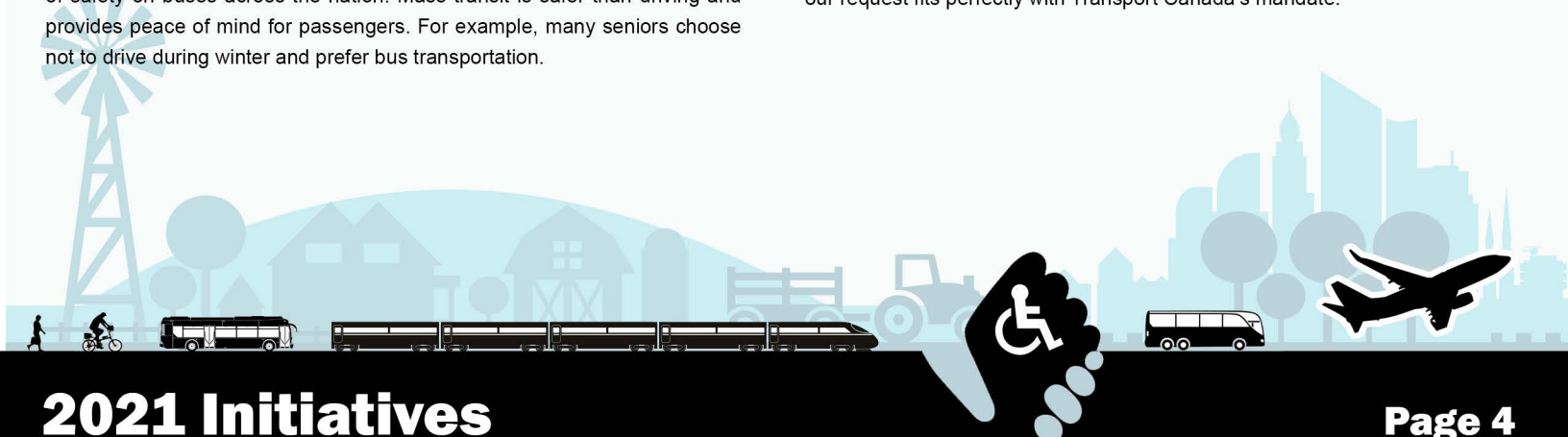
➔ **Safety:** Statistically, by passenger count, buses are safer than flying commercial aircraft. Canadian winters can be very disruptive to aviation, while buses on the other hand can operate until the roads are closed by local authorities. A national safety standard will ensure an equivalent level of safety on buses across the nation. Mass transit is safer than driving and provides peace of mind for passengers. For example, many seniors choose not to drive during winter and prefer bus transportation.



➔ **The Green Economy:** Although an economic driver within the country, we must offer alternatives to personal vehicle transportation. Each motorcoach can remove as many as 55 automobiles from the highway, reducing congestion. Even when not filled to capacity, motorcoaches have the smallest carbon emission factor of any major motorized vehicle, as motorcoaches capture carbon in special filters.

A couple boarding a motorcoach will cut their carbon footprint nearly in half, compared with driving a hybrid car. If they take a motorcoach rather than an airplane, they will cut their emissions by 55 to 75 percent depending on the distance traveled.

➔ **Improving Accessibility:** The EBN aids the removal of barriers to access for travelers with disabilities when using scheduled intercity motorcoach services in Canada. Where financially possible, accessible buses are utilized. With the Government of Canada's investment, we can add accessible transportation to more rural and smaller communities, including First Nation Reserves. Transport Canada is already responsible for monitoring intercity buses for accessibility compliance and taking on our request fits perfectly with Transport Canada's mandate.





Financial Viability and Sustainability

The **Essential Bus Network** will be developed by the **NHTB** working with regional operators to analyze the information from data, history, and current demand to determine the required service level. The service must make financial and operational sense to achieve breakeven or profitability and not be solely driven by politics. The objective is to develop as many financially viable routes that have long-term sustainability. The following key criteria will be used for optimizing routes to ensure financial viability and sustainability:

- Bus (seating capacity)
- Required frequency
- Best positioned CCBC carrier to operate the route
- Cost structure/consumer pricing
- Stops and locations
- Marketing strategy and budget

CCBC Invites Advisory Board Members from:

- Minister or Deputy Minister, Transportation - Canada
- Minister or Deputy Minister, Finance - Canada
- Minister or Deputy Minister or Executive Director, Transportation - Provinces
- Motor Coach Operators, Founding Companies
- Provincial and community leaders, stakeholders, consumers, and transportation advocates



Telecommunications Act of 1993

The CNCP Telecommunications (Canadian National-Canadian Pacific Telecommunications) decision confirmed that all telephone companies whose networks were interconnected with the Trans-Canada telephone network were subject to exclusive federal jurisdiction, and not provincial legislation. After several years of preparation and review, Parliament passed the Telecommunications Act in 1993. **Based on this same legal argument, all bus companies that interconnect with the Trans-Canada Highway and travel inter-provincially should also be subjected to exclusive federal jurisdiction.**

“An ounce of prevention is worth a pound of cure”

An **Essential Bus Network** is the best option for the Government of Canada to reconnect our country with a safe, secure, and affordable transportation system. The Government of Canada must understand the importance of buses for seniors retiring in rural communities and the urban flight to rural areas due to COVID-19. Busing is essential for rural communities to attract residents, particularly seniors who often do not drive.



Quick Note Sheet:

"For every dollar invested in intercity buses, 3 dollars return into the economy."

Extrapolated – American Public Transportation Association (APTA) – Public Transportation Facts

COVID-19: 92% of motorcoach operators experienced a drop in revenue between 75% – 100% in 2020.

Canada's Bus Fleet Size:

- 4000 coach buses operated in Canada in 2019.
- 2500 medium size buses operated in Canada in 2019.
- 350 Intercity Coaches serviced Canadian routes in 2018.

Job Creation:

An estimated 1000-2000 employees could be added as the result of the Essential Bus Network, and these jobs would support 6000 people.

Government Investment:

To be determined based on the best operating options for the Essential Bus Network.

Service Range:

With strong investment within the first 3 years, CCBC members can service up to 1,200 communities from Vancouver Island to the Maritimes and beyond by using a network of more than 100 facilities and 690 agencies.

Interlining with:



Industry Facts:

- ➔ 1,242 companies operate across Canada employing 109,834 full-time jobs.
- ➔ During the first ten years of the new millennium, transit ridership increased 40% among 16-34 year olds.
- ➔ 77% of voters support investment in bus transportation infrastructure.
- ➔ Reducing the number of mostly-idle second cars will save \$10,000 per year.
- ➔ Residential property is an average of 42% more valuable if located near high-frequency transit service, which means cities reap greater tax revenues.

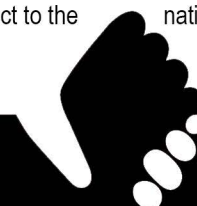
Essential Bus Network Performance Predictions:

Based on Greyhound Canada 2015 (on-line reporting)

- \$490 million in revenue annually (converted to 2020)
- 8 million tickets sold annually
- 5 year anticipated build up phase
- 15 years anticipated to 90% self sustainability



The NHTB would administer the Essential Bus Network and applications from communities requesting subsidized bus service to connect to the national bus and rail network.





The Time to Act Is Now!

The Ask:

- 1** **Coast to Coast Bus Coalition** to sign a Memorandum of Understanding with Transport Canada or the Government of Canada to begin the next step towards a long-term solution for busing, with a mandate to ensure connectivity across Canada for over-the-road busing services.
- 2** A Phase One investment of approximately +/- \$150,000 to provide seed funding for **CCBC** to quickly organize, develop a feasibility study, prepare a business plan, and draft any government recommendations.
- 3** The Government of Canada to establish an initial budget for the **NHTB** with federal representation and invite vetted stakeholders in the development of a **National Essential Transportation System Strategy** and an **Essential Bus Network** program.



Contacts for CCBC Members

The Wilson Group

4196 Glanford Avenue
Victoria, British Columbia
V8Z 4B6 Canada

John M Wilson, President & CEO
Direct: 1.250.940.0275
john.wilson@gowilsonsgroup.com

Pacific Western Group of Companies

1857 Centre Avenue SE
Calgary, Alberta
T2E 6L3 Canada

John Stepovy, Director
Direct: 1.780.940.1901
john@corp.pwt.ca

Thompson Bus

5-725 Thompson Dr.
Thompson, Manitoba
R8N 0C7 Canada

Sid Varma, COO & Founder
Direct: 1.204.679.3262
sid@thompsonbus.com

Kasper Transportation

E-947 Memorial Avenue
Thunder Bay, Ontario
P7B 4A1 Canada

Kasper Wabinski, President & CEO
Direct: 1.807.355.1900
kasper@gokasper.com

Coach Atlantic Maritime Bus

6575 Bayne Street
Halifax, Nova Scotia
B3K 2V6 Canada

Mike Cassidy, Founder
Direct: 1.902.393.0139
mike@cassidygroup.ca

Important Partners:

The **CCBC** is advocating on behalf of all intercity bus operators and will encourage local indigenous, rural, remote, and urban transportation providers across Canada to connect to the **Essential Bus Network**. A coast-to-coast bus network's long-term sustainability will depend on long-distance mainline service providers and local bus and shuttle operators making seamless connections. We urge the Government of Canada to consider the prospective network in its entirety while evaluating the opportunity to connect Canada. The **Canada's Privately Operated Intercity Coach/Bus Network** map is located on the last page.

CCBC SIGNATORIES

Founding signatories of this **Coast to Coast Bus Coalition** proposal 2021, hereby declare full endorsement of this document and stand behind the **CCBC** in its efforts of working with the Government of Canada in creating and enacting the **National Essential Transportation System Strategy** and **Essential Bus Network**. Together, they will work with the **CCBC** on administration and operation of this vital national transportation system. All founding members commit to act in good faith with the **CCBC** in the best interest of all Canadians.



Signed this on the 19th day of February 2021

John Wilson, CEO, The Wilson Group

Tom Jezersek, President and COO,
Pacific Western Group of Companies

Kasper Wablinski, CEO, Kasper Transportation

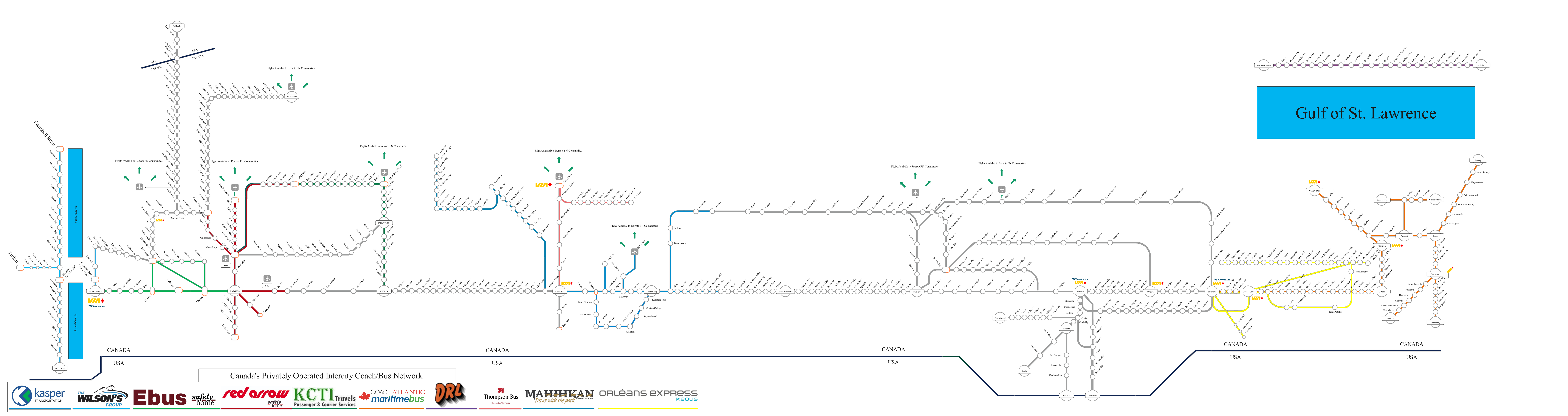
Mike Cassidy, Founder, Coach Atlantic Maritime Bus

Signed this on the 17th day of April 2021

Siddharth Varma, COO & Partner Thompson Bus

Jason Roberts, CEO of DRL







The Honourable Omar Alghabra PC, MP
Minister of Transport
330 Sparks Street
Ottawa, Ontario K1A 0N5
Email: TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca

March 1, 2021

Support for the Coast-to-Coast Bus Coalition

Dear Minister,

Transport Action Canada welcomes and supports the recommendations of the *Coast-to-Coast Bus Coalition*. We commend leaders in the motorcoach industry for their efforts to preserve essential services throughout the difficulties of the past year, and for rising to the challenge of preparing for an inclusive and robust recovery by envisioning the revival of a comprehensive network of bus services and connections with VIA Rail passenger train services, which leaves no Canadian behind.

Mobility poverty is the root of many thorny public policy challenges. Access to healthcare has been one of the most critical uses of the public transport network over the past year. It also connects students to colleges and universities. Where regional public transport exists, it connects people with new job opportunities, and ensures employers have access to more potential employees, attracting investment that would not otherwise flow and creating more opportunities for young people to thrive in their home communities.

Where public transport is absent, it is not just opportunities that are lost. Following the publication of *Reclaiming Power and Place: The Final Report of the National Inquiry into Missing and Murdered Indigenous Women and Girls*, our federal government has an undeniable moral imperative to swiftly restore an essential network of safe mobility that reaches all communities, large and small, from coast to coast to coast.

Sustainable public transport is also key to tackling the climate crisis. Federal reassumption of regulatory stewardship can ensure the financial sustainability needed for service providers to confidently invest in modern, efficient, accessible, and robustly winterized vehicles, while ensuring end-to-end connectivity in a single fare transaction, creating an attractive alternative to less sustainable modes of transport.

An integrated common-carrier package service network would support small business and reduce the cost of living, particularly in rural and remote communities. It could also be leveraged to reduce duplication of economic and environmental costs for CanadaPost and other courier services.

For too long, the costs imposed on other levels of government and on Canadians of public transport network cuts have been underestimated. The loss of a motorcoach route may leave many citizens paying hundreds of dollars for taxi rides to reach medical appointments, requiring days of volunteer driver effort, or require single-passenger shuttle services to be provided from the health budget instead. We have also seen other arms of government establishing limited services for specific clientele, to meet



their policy objectives in areas like education or employment. The resulting fragmented and escalated costs all come from the same pockets in the end.

Provincial and municipal governments in select areas of the country have made significant and welcome investments in regional transit, but this service coverage is patchy. These systems are not yet coherently connected, limiting ridership opportunities and package service, thus failing to maximize their social and economic productivity while foregoing revenues that could sharply reduce the required subsidy. Federal stewardship of a cross-Canada public transport network will significantly enhance the outcomes achieved by such investments.

As the motorcoach industry's proposal shows, solving the mobility poverty problem across Canada need not be expensive, nor need it take long to implement. It just requires the realization that, in terms of total return on tax dollars invested, reconnecting all Canadians through an integrated cross-Canada bus and rail network would be a very efficient use of taxpayers' money. We urge the Government of Canada to embrace this opportunity to launch a *National Essential Transportation System Strategy* and to advance the seed funding requested. The motorcoach industry and VIA Rail are ready to deliver.

Sincerely,

T.W. Johnson

Terence Johnson
President, Transport Action Canada



PUBLIC INTEREST ADVOCACY CENTRE
LE CENTRE POUR LA DÉFENSE DE L'INTÉRÊT PUBLIC

285 McLeod Street, Suite 200, Ottawa, ON K2P 1A1

25 February 2021

Coast to Coast Bus Coalition
c/o Kasper Transportation
E-947 Memorial Avenue
Thunder Bay, Ontario
P7B 4A1

Attention: Kasper Wabinski , President & CEO

VIA email to: kasper@gokasper.com

Dear Mr. Wabinski,

Re: *Essential Bus Network Proposal*
Letter of Support of the Public Interest Advocacy Centre (PIAC)

The Public Interest Advocacy Centre (PIAC) is writing the Coast to Coast Bus Coalition (CCBC) to express its qualified support for the CCBC's proposed "Essential Bus Network".

PIAC is a national, non-profit organization and registered charity that provides legal and research services on behalf of consumer interests, and, in particular, vulnerable consumer interests, concerning the provision of important public services.

PIAC has been active in transportation issues at the federal level, largely in relation to passenger air travel and rail services. However, PIAC has noted with alarm public reports of the recent collapse of cross-Canada bus service and we have received complaints about this development directly from the public.

The CCBC noted in the Essential Bus Network materials you have provided to PIAC that:

Dependable public transportation , including an Essential Bus Network , is just as crucial to Canada's future as any other critical infrastructure. It is therefore imperative that the Government of Canada reassume the role of highway and intercity bus regulation, ensuring seamless interline, inter-provincial, and multi-modal journeys.

We agree that bus transportation is an integral part of Canada's transportation network and that it is indeed imperative to ensure bus transportation's place in this system.

We note CCBC's proposal, therefore, that the federal government create a National Highway Transportation Board (NHTB) to "develop and administer an Essential Bus Network in partnership with the motorcoach industry." We must qualify our support of the Essential Bus Network proposal in that it is PIAC's understanding that the Canada Transportation Agency does not interpret the *Canada*

Transportation Act to actively regulate interprovincial bus services (except as to barriers to disabled Canadians' access to transportation) although there is caselaw to support a wider interpretation of federal constitutional competence in this area. While we support an increased scope of federal involvement in interprovincial bus transportation, we have researched enough recent Supreme Court constitutional law to caution the CCBC that the NHTB proposal would be more likely to lead to progress if the CCBC were to consider alternate federal-provincial cooperation models, rather than imposition of a new federal regulator alone. One which seems to have stood the test of time, and which appears to work for both provincial regulators (who will undoubtedly seek to continue to regulate intra-provincial bus travel) as well as federal goals, are the various marketing board structures. We believe it may be promising to attempt to adapt such a model to interprovincial bus transportation.

We also assume that the CCBC would remain an open coalition, ready to accept new members and would not set prices directly for services unless there were a rate regulation authority, as these activities may fall afoul of the *Competition Act*. We therefore encourage you to engage with the Competition Bureau at your earliest convenience to discuss this proposal.

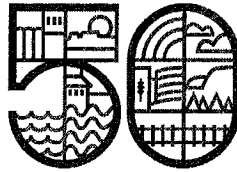
That said, we are fully supportive of the main goal of the CCBC's ambitious Essential Bus Network Proposal as we believe it will be in the public interest to increase bus transportation in Canada and that a solution to the lack of such service is an urgent issue for Canadians.

Should you wish to discuss developments regarding your proposal I would be pleased to speak with you at any time. Please feel free to share this letter with anyone regarding your proposal.

Sincerely,

A handwritten signature in black ink, appearing to be 'John Lawford', written in a cursive style.

John Lawford,
Executive Director and General Counsel



OFFICE OF THE CITY CLERK
500 Donald Street East
Thunder Bay, ON P7E 5V3

Tel: (807) 625-2230
Fax: (807) 623-5468

April 27, 2021

Honourable Doug Ford
Premier of Ontario
Legislative Building - Queen's Park
Toronto, ON M7A 1A1

Dear Honourable Doug Ford:

Re: Coast to Coast Bus Coalition

Please be advised that the following resolution was adopted by Committee of the Whole at its meeting held on April 12, 2021, and subsequently ratified by City Council on April 26, 2021:

“WITH RESPECT to the Memorandum from Mayor B. Mauro, dated March 30, 2021, we recommend that City Council support, in principle, the development and implementation of a National Transportation Strategy and an Essential Bus Network by the Coast to Coast Bus Coalition;

AND THAT a copy of this resolution be sent to Prime Minister Justin Trudeau; Hon. Omar Alghabra, Minister of Transport (Canada); Hon. Patty Hajdu, MP – Thunder Bay Superior – North; Marcus Powlowski, MP – Thunder Bay-Rainy River; Premier Doug Ford; Hon. Caroline Mulroney, Minister of Transportation; Hon. Greg Rickford, Minister of Energy, Northern Development and Mines; Michael Gravelle, MPP – Thunder Bay-Superior North; Judith Monteith-Farrell, MPP – Thunder Bay-Atikokan; the Thunder Bay Chamber of Commerce and the Canadian Chamber of Commerce;

AND THAT any necessary by-laws be presented to Council for ratification.”

Should you have any further questions relative to the above, please do not hesitate to contact the undersigned.

Yours very truly,

Krista Power
City Clerk

/kp



TOWNSHIP OF O'CONNOR

330 Highway 595, R.R. #1, Kakabeka Falls, Ontario P0T 1W0
Tel. (807) 476-1451 Fax (807) 473-0891
E-Mail - twpoconn@tbbaytel.net www.oconnortownship.ca

Mayor
Jim Vezina

Clerk-Treasurer
Lorna Buob

Councillors
Alexander Crane
Wendy Handy
Jerry Loan
Bishop Racicot

April 1, 2021

The Hon. Omar Alghabra PC, MP
Minister of Transport Canada
Email: Omar.Alghabra@parl.gc.ca

The Hon. Catherine McKenna
Minister of Infrastructure and Communities
Email: infrc.minister-ministre.infrc@canada.ca

Dear Honourable Ministers:

Council, at their meeting held on March 22, 2021, received correspondence from Kasper Transportation with regard to the newly formed CCBC, Coast to Coast Bus Coalition. While a bus would most likely not run through the Township of O'Connor, Council would like to express their support for the service, which our residence may utilize.

Please accept this letter as the Township of O'Connor's support for the Coast to Coast Bus Coalition put forward by Kasper Wabinski, Kasper Transportation of Thunder Bay.

Yours truly,

Lorna Buob
Clerk-Treasurer

Cc: Francis Drouin, Chair of the Liberal Rural Caucus
The Hon. Patty Hajdu, MP Thunder Bay-Superior North
Kasper Wabinski, Kasper Transportation



Township of La Vallee

OFFICE OF
CLERK AND TREASURER

P.O. BOX 99, DEVLIN, ONTARIO P0W 1C0
TELEPHONE 807-486-3452 FAX 807-486-3863

email: lavalley@nwonet.net

April 16, 2021

Kasper Wabinski
Kasper Transportation
947 Memorial Avenue
Thunder Bay, Ontario
P7B 4A1

Via email: Kasper@GoKasper.com

Dear Kasper:

At the Council Meeting of the Township of La Vallee held on Wednesday, April 14, 2021, your email of March 8, 2021 regarding the Coast to Coast Bus Coalition was discussed.

Please be advised that Council supports your proposal and agrees to be added to your supporter's list.

I trust that this is satisfactory. If you should require anything further please contact me at the above number. Thank you.

Yours truly,

Patti McDowall
Clerk/Treasurer
For Reeve and Council

The Hon. Omar Alhabra Minister of Transport Canada
The Hon. Caroline Mulroney Minister of Transportation
The Hon. Greg Rickford Minister of Energy, Northern Development and Mines, and Indigenous Affairs
CC The Hon. Patty Hajdu MP Thunder Bay-Superior North

Dear Ministers,

Please accept this email as my strong statement of support as MPP for acceptance and analysis of the Coast-to-Coast Bus Coalition (CCBC) proposal as put forward here by Kasper Wabinski, Founder/CEO of Kasper Transportation of Thunder Bay. While the proposal is indeed coast-to-coast and congruent with the National Essential Transportation System Strategy, it would also be of tremendous import to bus and transportation services here in Thunder Bay-Superior North, and throughout Northern Ontario.

I will ask for thorough attention to the attached Kasper CCBC plan from the province of Ontario, as I believe the CCBC as presented here could fill in and improve gaps in Ontario bus service, in harmony with Ontario Northland and smaller Northern bus and train services. I will thank Mr. Wabinski for putting together this impressive proposal, and I will respectfully present it to your Ministries, with my support as MPP for Thunder Bay-Superior North.

Yours, sincerely,

Michael Gravelle MPP Thunder Bay-Superior North
Constituency Office 179 S. Algoma St. Thunder Bay, Ontario P7B 3C1
807 345 3647 Fax 807 345 2922
Toll Free 1-888-516-5555
mgravelle.mpp.co@liberal.ola.org

Ottawa

Room 815, Confederation Building
Ottawa, Ontario K1A 0A6
Tel.: 613-992-3061
Fax.: 613-995-3515



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Constituency

905 E Victoria Avenue Unit 1
Thunder Bay, Ontario P7C 1B3
Tel.: 807-625-1160
Fax.: 807-625-1164

Marcus Powlowski

Member of Parliament / Député
Thunder Bay – Rainy River

Ottawa

Pièce 815, Édifice de la Confédération
Ottawa (Ontario) K1A 0A6
Tél. : 613-992-3061
Télec. : 613-995-3515

Constituency

271 Scott Street
Fort Frances, Ontario P9A 1G8
Tel.: 807-274-4344
Fax.: 807-274-4944

The Honourable Omar Alghabra
Minister of Transport
House of Commons
K1A 0A6

April 27th, 2021

Dear Minister Alghabra,

I am writing today in strong support of the proposal by the Coast-to-Coast Bus Coalition (CCBC) to establish a federally maintained cross-Canada inter-city bus network. I believe the vision laid out by the CCBC is pragmatic and would help address an issue that is critical for many communities across Canada, particularly those in my riding of Thunder Bay – Rainy River.

Many of the inter-city bus companies across Canada are currently facing extreme financial difficulties. These have partly arisen from the current COVID-19 pandemic, which has significantly reduced ridership numbers. However, this drop in ridership only belies the fact that even before the pandemic, many companies were already struggling financially to maintain their current routes, despite being the only source of inter-city transit for many regions across Canada. The costs of operating essential routes in sparsely populated areas while also maintaining a fleet and offering prices that are affordable for customers means that companies must operate, as put by Mike Cassidy, the CEO of Atlantic Coach and Maritime Bus and member of the CCBC, on a “dollar-in-dollar-out” basis.

The CCBC offers a chance to financially shore up the inter-city busing system in Canada and ensure that this service is maintained for those community that depend upon it. Spearheaded by Kasper Transportation in Thunder Bay, the CCBC is made up of several large Canadian bus companies operating across Canada. Its membership services routes in nearly every province, and in many areas its members are the only available inter-city transit option. Seeing the challenges facing their industry, these companies have decided to join together to help secure the future of their industry.

Their plan is fairly straightforward. They are proposing that the Government of Canada sign a Memorandum of Understanding with the CCBC aimed at developing a long-term solution for inter-city busing in Canada. The CCBC is then requesting a small amount of seed money to begin developing a feasibility study in partnership with the Government for determining how best to run a financially stable bus network in Canada. It is my understanding that with this process, the CCBC is seeking to work collaboratively with the federal government to find a solution to the financial challenges facing inter-city busing beyond a simple "bailout" of their industry.

Federal involvement in inter-city busing is urgently needed. We cannot simply leave this matter to the provinces to decide. While some jurisdictions may be more willing to use federal support to help their bus companies maintain their current routes, others – such as the province of Ontario – are much less willing to do so. If the federal government does not begin to play a more direct role with inter-city busing, we risk seeing inter-city transit completely collapse in certain areas of this country – something we have already witnessed only a few short years ago when Greyhound Canada canceled a large number of its western routes.

I have already set up meetings between the CCBC and your Ministry, the Ministry of Infrastructure and Rural Caucus, which I believe went very well. I would be more than happy to discuss this matter further with yourself or your team.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Powlowski', with a long horizontal stroke extending to the right.

Marcus Powlowski
Member of Parliament
Thunder Bay-Rainy River

The Hon. Omar Alhabra Minister of Transport Canada
The Hon. Caroline Mulroney Minister of Transportation
The Hon. Greg Rickford Minister of Energy, Northern Development and Mines, and Indigenous Affairs
CC The Hon. Patty Hajdu MP Thunder Bay-Superior North

Dear Ministers,

Please accept this email as my strong statement of support as MPP for acceptance and analysis of the Coast-to-Coast Bus Coalition (CCBC) proposal as put forward here by Kasper Wabinski, Founder/CEO of Kasper Transportation of Thunder Bay. While the proposal is indeed coast-to-coast and congruent with the National Essential Transportation System Strategy, it would also be of tremendous import to bus and transportation services here in Thunder Bay-Superior North, and throughout Northern Ontario.

I will ask for thorough attention to the attached Kasper CCBC plan from the province of Ontario, as I believe the CCBC as presented here could fill in and improve gaps in Ontario bus service, in harmony with Ontario Northland and smaller Northern bus and train services. I will thank Mr. Wabinski for putting together this impressive proposal, and I will respectfully present it to your Ministries, with my support as MPP for Thunder Bay-Superior North.

Yours, sincerely,

Michael Gravelle MPP Thunder Bay-Superior North
Constituency Office 179 S. Algoma St. Thunder Bay, Ontario P7B 3C1
807 345 3647 Fax 807 345 2922
Toll Free 1-888-516-5555
mgravelle.mpp.co@liberal.ola.org



19 Holland Rd W. RR.#1
Kakabeka Falls, ON P0T 1W0
www.conmee.com

The Hon. Omar Alghabra PC, MP
Minister of Transport Canada
Email: Omar.Alghabra@parl.gc.ca

Dear Minister Alghabra,

At its April 13th 2021 regular meeting, the Council of the Township of Conmee received a deputation from Kasper Wabinski, founder/CEO of Kasper Transportation with regard to the newly formed Coast-to-Coast Bus Coalition. While the proposal is focused on coast-to-coast transportation and is consistent with the National Essential Transportation System Strategy, it would also be of tremendous importance to bus and transportation services in the Township of Conmee, the rural Thunder Bay District, and throughout Northern Ontario.

The Coast-to-Coast Bus Coalition could fill and improve gaps in Ontario public transportation, especially for rural senior citizens who need to access vital services in other towns and cities.

Please accept this letter as the Township of Conmee's support for the Coast-to-Coast Bus Coalition as presented by Kasper Wabinski of Kasper Transportation of Thunder Bay.

Yours truly

Shara Lavallee
Clerk





19 Holland Rd W. RR.#1
Kakabeka Falls, ON POT 1WO

www.conmee.com

cc

The Honourable Chrystia Freeland
Deputy Prime Minister and Minister of Finance
Email: chrystia.freeland@canada.ca

The Hon. Catherine McKenna
Minister of Infrastructure and Communities
Email: infrastructure.minister-ministre.infrastructure@canada.ca

The Honourable Maryam Monsef
Minister for Women and Gender Equality and Rural Economic Development
Email: infrastructure.minister-ministre.infrastructure@canada.ca
Email: minister-ministre@swc-cfc.gc.ca

robert.staubin.505@parl.gc.ca
wayne.easter@parl.gc.ca
Gudie.Hutchings@parl.gc.ca
Kody.Blois@parl.gc.ca
Chrystia.Freeland@parl.gc.ca
kevin.lamoureux@parl.gc.ca
Patrick.Weiler@parl.gc.ca
Vance.Badawey@parl.gc.ca
Patty.Hajdu@parl.gc.ca
Kasper@GoKasper.com



19 Holland Rd W. RR.#1
Kakabeka Falls, ON P0T 1W0

www.conmee.com

The Honourable Chrystia Freeland
Deputy Prime Minister and Minister of Finance
Email: chrystia.freeland@canada.ca

Dear Minister Freeland,

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Yours truly

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Clerk

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19 Holland Rd W. RR.#1
Kakabeka Falls, ON P0T 1W0

www.conmee.com

The Hon. Omar Alghabra PC, MP
Minister of Transport Canada
Email: Omar.Alghabra@parl.gc.ca

The Hon. Catherine McKenna
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Email: infrastructure.minister@canada.ca

The Honourable Maryam Monsef
Minister for Women and Gender Equality and Rural Economic Development
Email: infrastructure.minister@canada.ca
Email: minister-ministre@swc-cfc.gc.ca

robert.staubin.505@parl.gc.ca
wayne.easter@parl.gc.ca
Gudie.Hutchings@parl.gc.ca
Kody.Blois@parl.gc.ca
Chrystia.Freeland@parl.gc.ca
kevin.lamoureux@parl.gc.ca
Patrick.Weiler@parl.gc.ca
Vance.Badawey@parl.gc.ca
Patty.Hajdu@parl.gc.ca
Kasper@GoKasper.com



19 Holland Rd W. RR.#1
Kakabeka Falls, ON P0T 1W0

www.conmee.com

The Hon. Catherine McKenna
Minister of Infrastructure and Communities
Email: infrastructure-ministre.infrastructure@canada.ca

Dear Minister McKenna,

At its April 13th 2021 regular meeting, the Council of the Township of Conmee received a deputation from Kasper Wabinski, founder/CEO of Kasper Transportation with regard to the newly formed Coast-to-Coast Bus Coalition. While the proposal is focused on coast-to-coast transportation and is consistent with the National Essential Transportation System Strategy, it would also be of tremendous importance to bus and transportation services in the Township of Conmee, the rural Thunder Bay District, and throughout Northern Ontario.

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Please accept this letter as the Township of Conmee's support for the Coast-to-Coast Bus Coalition as presented by Kasper Wabinski of Kasper Transportation of Thunder Bay.

Yours truly

Shara Lavallee
Clerk





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Kakabeka Falls, ON P0T 1W0

www.conmee.com

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The Honourable Chrystia Freeland
Deputy Prime Minister and Minister of Finance
Email: chrystia.freeland@canada.ca

The Hon. Omar Alghabra PC, MP
Minister of Transport Canada
Email: Omar.Alghabra@parl.gc.ca

The Honourable Maryam Monsef
Minister for Women and Gender Equality and Rural Economic Development
Email: infrc.rural.infrc@canada.ca
Email: minister-ministre@swc-cfc.gc.ca

robert.staubin.505@parl.gc.ca
wayne.easter@parl.gc.ca
Gudie.Hutchings@parl.gc.ca
Kody.Blois@parl.gc.ca
Chrystia.Freeland@parl.gc.ca
kevin.lamoureux@parl.gc.ca
Patrick.Weiler@parl.gc.ca
Vance.Badawey@parl.gc.ca
Patty.Hajdu@parl.gc.ca
Kasper@GoKasper.com



19 Holland Rd W. RR.#1
Kakabeka Falls, ON P0T 1W0
www.conmee.com

The Honourable Maryam Monsef
Minister for Women and Gender Equality and Rural Economic Development
Email: infrc.rural.infrc@canada.ca
Email: minister-ministre@swc-cfc.gc.ca

Dear Minister Monsef,

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The Coast-to-Coast Bus Coalition could fill and improve gaps in Ontario public transportation, especially for rural senior citizens who need to access vital services in other towns and cities.

Please accept this letter as the Township of Conmee's support for the Coast-to-Coast Bus Coalition as presented by Kasper Wabinski of Kasper Transportation of Thunder Bay.

Yours truly

Shara Lavallee
Clerk





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Kakabeka Falls, ON POT 1W0
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Chrystia.Freeland@parl.gc.ca
kevin.lamoureux@parl.gc.ca
Patrick.Weiler@parl.gc.ca
Vance.Badawey@parl.gc.ca
Patty.Hajdu@parl.gc.ca
Kasper@GoKasper.com



Representing the Districts of Kenora, Rainy River and Thunder Bay
P.O. Box 10308, Thunder Bay, ON P7B 6T8
www.noma.on.ca
p. 807.683.6662 e. admin@noma.on.ca

April 22, 2021

The Hon. Omar Alghabra PC, MP, Minister of Transport Canada
The Hon. Catherine McKenna, Minister of Infrastructure and Communities
The Hon. Chrystia Freeland, Deputy Prime Minister and Minister of Finance
The Hon. Maryam Monsef, Minister for Women and Gender Equality and Rural Economic Development
The Hon. Caroline Mulroney Minister of Transportation
The Hon. Greg Rickford Minister of Energy, Northern Development and Mines, and Indigenous Affairs

VIA: Email

Dear Ministers,

The Northern Ontario Municipal Association (NOMA) strongly supports the recommendations put forward in the Coast-to-Coast Bus Coalition proposal. NOMA has long advocated for intercommunity transportation for Northwestern Ontario. While the proposal is indeed coast-to-coast, it would also be of great importance to transportation services throughout Northwestern Ontario as it will connect 19 municipalities in our catchment to a national transportation network.

This service would connect all Canadians and increase intercity travel throughout our region to aid in our economic recovery. It would increase tourism, connect people with new job opportunities, create more potential employees for businesses, and connect students to our educational institutions. More importantly, this would help people more readily access healthcare and other essential services. This proposal could improve gaps in the Ontario bus service, in coordination with Ontario Northland and smaller Northern bus and train services. We request that the Ministers receive our recommendation to support this proposal.

We appreciate your time with this matter. Should you wish to discuss this matter further please let me know.

Sincerely,

Wendy Landry, President, NOMA
Mayor, Municipality of Shuniah

CC: The Hon. Patty Hajdu MP Thunder Bay-Superior North
Michael Gravelle, MPP Thunder Bay – Superior North

The Hon. Robert Staubin, MP
The Hon. Wayne Easter, MP
The Hon. Gudie Hutchings, MP
The Hon. Kody Blois, MP
The Hon. Kevin Lamoureux, MP
The Hon. Patrick Weiler, MP
The Hon. Vance Badawey, MP
Kasper Wabinski, Kasper Transportation

Ottawa

Room 349, Confederation Building
Ottawa, Ontario K1A 0A6
Tel.: 613-996-1119
Fax: 613-996-0850



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Ottawa

Pièce 349, Édifice de la Confédération
Ottawa (Ontario) K1A 0A6
Tél. : 613-996-1119
Télec. : 613-996-0850

Constituency

9711 Fourth Street Suite 1
Sidney, British Columbia V8L 2Y8
Tel.: 250-657-2000
Fax: 250-657-2004

Elizabeth May

Member of Parliament / Député(e)
Saanich — Gulf Islands

Circonscription

9711, rue Fourth suite 1
Sidney (Colombie-Britannique) V8L 2Y8
Tél. : 250-657-2000
Télec. : 250-657-2004

The Honourable Chrystia Freeland
Minister of Finance
Ottawa, Ontario

February 19, 2021

Dear Minister,

I am pleased to send you the pre-budget submission of the Green Party Parliamentary Caucus.

I am tempted to urge you to brand your budget "Back to the Future."

In the 2005 budget, we had strong climate plans to meet Kyoto, an excellent national child care plan, as well as a major commitment to Reconciliation through Kelowna. All were canceled within a year by the Stephen Harper administration. Sixteen years later we are not back to where we were.

As I review our priorities, I realize we are largely recreating capacity that the government used to have and abandoned. This is true of the Canada Water Agency, rebuilding virtually from scratch the freshwater science and policy we used to have. The same could be said of our urgent need for domestic production of PPE and vaccines. We also used to have affordable and convenient ground transportation options across the country, by bus and rail. We need those services now more than ever.

Some of what we lost was long before the Conservative win in 2006. The neo-liberal mania for privatization, deregulation and expanded trade eroded core capacity of our professional civil service. Trade deals that favoured Big Pharma extended patent protections and crippled domestic capacity in areas like vaccine production.

Some was lost due to the steady erosion of our public service starting in the early 1990s through a related neo-liberal fetish, treating the federal civil service as if it were a private sector business. That cultural shift in our civil service placed the highest value on managerial competence. We have lost core capacity to grasp science and departmental core mandates. Increasingly, across government, we have multiple examples of Regulatory Capture. The regulated industries have become the "client" of the regulator. I very much fear this is the case with the privatized NAVCanada and its planned closure of multiple control towers across Canada.

For decades, we have allowed the multinational corporate preference for exporting unprocessed raw resources, such as bitumen and raw logs, to undermine our productivity. Returning to an industrial strategy of more value-added exports and entering into lucrative relationships with US supply chains, emphasizing a rapid decarbonization of our shared economies, will be essential. We will also see an increased appetite from Canadians for more self-sufficiency, whether in producing our own PPEs and vaccines, in local food or in electric vehicles. Moving back to greater reliance on local production is another move back to the Future.

It will take decades to rebuild the core competency of the federal civil service, but we have to start somewhere. Step one is to acknowledge we have a problem.

For example, it is clear, whether we want to start post-mortems now or later, that the Public Health Agency lacked a robust staffing of people who understood the science of pandemic. We had internal bean-counters who inexplicably decided to scrap the Global Public Health Intelligence Network (GPHIN).

I am certain that was not a political decision driven by any Minister. In the same way, the dangerous lack of institutional awareness of the timeline for climate action is not politically driven. The climate advice from the civil service at Environment and Climate Change Canada is untethered from the urgent warnings of the Intergovernmental Panel on Climate Change (IPCC). The cutbacks in climate science in the federal government from the Harper years have not been repaired. I also fear that the deep tentacles of SNC Lavalin into the civil service, coupled with the historic commitment to nuclear energy within Natural Resources Canada, is why Small Modular Reactors (SMRs) are being considered at all.

It is entirely too easy for politicians of various parties to take cheap shots at each other for such failings. The larger reality is non-partisan. At multiple levels, government policy, infrastructure, and science, we need to rebuild what we once had.

The following recommendations are offered in the context of the Fall Economic Statement (FES) which, in many ways aligned with our views as a party. Therefore, acknowledging that we do not need to repeat support for most of the course you are setting, we will focus on the gaps and areas of disagreement. Please accept that this is not an attempt to be contentious, but to be helpful.

1. Health

It is time for the federal government to lead the country to a new Health Accord. The federal/provincial Health Accord should be based on the demographics and real health care needs in each province, rather than the current formula based on GDP growth.

We have learned much in the last year of living with a pandemic. We have seen the largest number of deaths taking place in Long-Term Care homes. Within this sector, the largest number of deaths have been in the LTC homes operated for profit.

While LTC is in provincial jurisdiction, a decision under the Canada Health Act that LTC must be provided on the basis of our universal, single payer system would save lives in ending “for profit” care homes. It has failed as a model and must be replaced with national standards of care and the non-profit approach to LTC. Just as your FES committed, the frontline workers in LTC must be properly paid.

We need to support more local production of personal protective equipment (PPE). We need to expand domestic capacity for vaccine production. The reduction of capacity in Canadian production has been accelerated by trade deals. We need to rethink the patent protections and restrictions for generic drugs.

It is time to act to ensure dental care is available to Canadians as part of our health care system. To act on the most urgent dental health issues, the service must be available to low-income Canadians. Work with the dentistry profession will be needed to extend it beyond those in the low-income category.

Universal pharmacare is a top priority. As was noted in the FES, the government is prepared to start with incremental steps. We urge that the pace be accelerated. The Hoskins Report recommendations should be followed and with urgency. In line with the FES reference to rare diseases, we support making the cystic fibrosis drug Tikafta an available drug covered by pharmacare.

Greens also support the call from the Diabetes Foundation to mark 2021, the 100th year since the discovery on insulin, with support to end diabetes. The Diabetes 360 strategy for \$150 million over seven years will be a welcome and significant step to eradicate this disease.

The mental health of Canadians has been stressed through COVID. It is time to place mental health services within the Canada Health Act. As a first step toward that goal, we urge that the budget remove any value-added taxes (GST, HST) from counselling services. As a second step uninsured low- and middle-income Canadians should be provided with free access to counselling services.

We also hope that the long-overdue commitment to a Suicide Prevention Strategy will be funded in this budget. It was years ago the amount requested was pegged at \$50 million. That may no longer be sufficient.

2. Child Care and Early Childhood Education

On December 7, 2020, as we observed the fiftieth anniversary of the Royal Commission on the Status of Women, it was striking that the commission's recommendations for child care remain unfulfilled:

"Because the provision of day-care centres is of major importance to the women of Canada, the Commission believes that the federal government should assume a continuing responsibility." (December 7, 1970)

Advance indications leave us hopeful that Budget 2021 may finally deliver on universal, affordable early education and child care. It is time to deliver a comprehensive short, medium and long-term policy road map based on the principles of universality, affordability, quality, inclusivity, equity.

Given the disproportionate impact on women through this pandemic, we look forward to a bold plan in the budget. An allocation of at least \$2 billion in Budget 2021 is required.

3. Respect for our Veterans: Restoring spousal survival pension benefits to those denied due to archaic "Gold-digger Clause"

The Superannuation Act continues unfair discrimination to veterans and others who served Canada if they married over the age of 60. Former finance minister, the Hon Bill Morneau pledged in a letter in early 2017 to eliminate this measure. This vestige of the Boer War, known as the "gold-digger clause," prevents the surviving spouses of veterans, ex-RCMP and others covered under the Superannuation Act of accessing pensions if their marriage occurred after the age of 60. There is no excuse for this discrimination, yet it persists. Please remove it in the 2021 budget.

4. Guaranteed Livable Income

It is time to expand and strengthen our social safety net to meet the demands of our transformed society. Greens have pressed for Guaranteed Livable Income (GLI) for years. Other terms have been used (Universal Basic Income), but the goal is similar. A universal payment set at a level that fits each region's specific cost of living will eliminate poverty; providing all Canadians with an income that covers basic needs.

As numerous studies have shown, poverty costs. It costs in health care. It costs in correctional services. It costs in a loss of human dignity. We cannot afford poverty.

In fact, this was another of the trail-blazing recommendations of the 1970 Royal Commission on the Status of Women:

"We recognize in principle the benefits of a guaranteed annual income for all Canadians. ...One method of providing a guaranteed annual income is through a negative income tax. Under this scheme, those whose incomes fall short of the statutory minimum are entitled to an allowance, just as those whose incomes exceed a statutory maximum have to pay an income tax. ...

"The negative income tax principle has already been introduced in the Guaranteed Income Supplement paid to old age pensioners. ..."

The negative income tax approach is, as the 1970 Commission noted, just one option. Negotiations between and among all orders of government – federal, provincial/territorial/municipal and indigenous - will be required to set the relative GLI and identify to be eliminated across government to make the system affordable.

Canada has dipped a toe in the water with COVID emergency responses. The nearly universal access to the now suspended Canada Emergency Response Benefit (CERB) demonstrated that it is possible. As the Parliamentary Budget Office found, applying a full Guarantee Livable Income would be more cost-effective than the CERB.

To begin with a commitment to Guaranteed Livable Income, we recommend that Budget 2021 commit to cost-share with the Government of Prince Edward Island the costs of eliminating poverty in this one province. The Government of Prince Edward Island has asked for federal help to implement the programme at an estimated \$270 million/year.

This is a golden opportunity to learn how to implement the programme, how to eliminate other poverty Band-Aid programmes and truly assess the benefits of a guaranteed livable income.

We also need to build on and institutionalize the greater collaboration across orders of government we experienced in the pandemic.

5. Affordable Housing

Affordable Housing is being threatened across Canada by money laundering, the use of residential real estate as a tax haven by the world's wealthy elite and the predatory practices of Real Estate Investment Trust (REIT's) which benefit from massive tax exemptions and large institutional and foreign investors.

We urge the government to protect existing affordable housing stock by removing tax exemptions for REITs, unless they are being used to protect affordable housing units, do more to regulate foreign investment in residential real estate, require restrictive covenants on affordable housing units built with taxpayer subsidies

to ensure that those housing units remain affordable. We also urge the government to protect renters by creating national standards to establish rent and vacancy controls, creating an empty home tax for foreign and corporate residential property owners that leave buildings and units vacant and increasing access to affordable properties for Canadians buying homes by regulating investors out of the market for residential real estate priced below median regional prices. We also urge the government to prioritize funding for non-profit and cooperative housing rather than subsidizing new builds by for profit developers.

6. Charities and Non-Profit Organizations

Work to respond to the Senate report on the needs of the charitable sector with recommendations to modernize the resourcing of charities was stalled due to the pandemic. At the same time, the charitable sector was put to increased work and heightened strains.

One widely supported measure is to remove capital gains from donations of shares in private corporations and/or real property to charities. Greens support this is an easy way to boost charitable giving. The same principle has been applied for decades to the donation of ecological land without negative impact.

We also wish to support the goals of the Senate bill, Bill S-222, sponsored by Senator Omidvar, The Effective and Accountable Charities Act. In summary, it proposes to modernize charities law by replacing the current language with “resource accountability,” making due diligence the key feature, rather than operational control, to pursue charitable purpose.

Charities would be able then to provide funding to non-qualified donors (non-profits that don’t have charitable status in Canada and charities in other countries), without onerous operational agreements and without having to have “direct control” over how the money is used. We urge Budget 2021 to make these changes to modernize our charities laws.

In the meantime, we support the calls from the charitable sector for a continuation of emergency, COVID-related supports for the sector.

Although not strictly a budget measure, whenever looking at federal policies toward charities and non-profit organizations, it is clear the sector suffers from not having a voice at the cabinet table. The only minister responsible for the sector is the minister for CRA. CRA’s role is in *policing* the sector; but no one advocates for the sector. We suggest the Minister of Heritage as a logical place for the work of charities and non-profits to be housed.

7. Arts, Culture and Broadcasting

Through COVID, the arts community has been hard-hit. Live performances of symphonies and theatres were simply not possible. Innovative productions moved on-line, such as the spectacular “Messiah Complex.” The challenge has been met with remarkable commitment to finding ways despite pandemic to raise our spirits through the arts.

Theatres across Canada have benefited from emergency funding. Post-pandemic, whether folk festivals or symphony orchestras, the Stratford Theatre Festival in Ontario, or the musical Festival de Lanaudière in Joliette, Que., more supports will be needed. If, as now seems possible, the normal 2021 season is also impacted, we must ensure supports through the Department of Heritage.

We must ensure that the sustainability of the Celebration and Commemoration Program of Canadian Heritage funding program is maintained. This allocation is crucial to celebrating the various identities of Canada, including the National Acadian Day.

Some key cultural projects have been waiting a very long time for much needed support. The Fredericton Playhouse has the support of the municipality of Fredericton and is still waiting for both federal and provincial to step up. The commitment being sought from the federal government is an estimated \$14 million.

As well, the perennial issue of funding for our national public broadcaster requires the kind of investment to allow productions from both the creative and journalistic aspects of the CBC and Radio Canada. Please ensure Budget 2021 enhances funding for public broadcasting. It will go a long way to assuage the concerns expressed when C-10, the new Broadcasting Act, did not specifically address the various threats to our national public broadcaster.

8. Protecting Minority Languages

Greens strongly support the efforts underway to protect and preserve Indigenous languages and to revitalize the Official Languages Act.

French-language school boards in a minority context are struggling to obtain adequate funding to meet the specific needs of French-language communities in a minority context. We propose that the Government of Canada increase its investments in the Official Languages in Education Program (OLEP) by injecting an additional \$455 million over four years for French first language education. This would bring funding for FL1 to just over \$1 billion under the OLEP.

This increase would support the development of Francophone and Acadian communities by enabling their children to receive an education in French equivalent to that offered to children of the linguistic majority.

In order, to truly meet the needs of French-language schools, the Protocol must also require full accountability from the Ministries of Education. Without this accountability, it is impossible for Francophone and Acadian minority communities to determine the purposes for which the funds are used.

9. Reconciliation

There is a long road ahead to achieve genuine reconciliation between the Indigenous peoples of this territory, now known as Canada, and the settler culture Canadians and our governments. The First Nations, Metis and Inuit peoples have been generous and patient. But our failures continue.

We welcome that the FES noted the need to respond to the Inquiry into Missing and Murdered Indigenous Women and Girls and Two-Spirit Peoples (MMIWG).

The FES commits “to invest an additional \$781.5 million over 5 years starting in 2021–22, and \$106.3 million ongoing to combat systemic discrimination against Indigenous peoples and expand efforts to combat violence against Indigenous women, girls and LGBTQ and two-spirit people.”

But many recommendations of the inquiry are ignored. Indigenous victims of sexual assault must be provided the counselling and advocacy demanded in the inquiry. Services and healing must be made available to perpetrators of violence. Law reform looking at our discriminatory network of laws remains to be delivered.

We note that the MMIWG Inquiry also called for a Guaranteed Livable Income, as we do in this submission. It also called for safe and affordable transportation between communities, particularly in rural and remote areas, as we do in this submission. It calls for an end to remote work camps, “man camps,” such as those now being paid for through public funds in the building of the TMX Pipeline, as we do in this submission.

We support the steps currently being taken to redress the scandal of the lack of adequate housing, clean drinking water and equal access to services for Indigenous peoples, noting that these efforts still fall short of what is required.

10. Indigenous Land Stewardship

It is time to ramp up the ways in which conservation and land protection can be integrated with reconciliation with Indigenous peoples. The Indigenous Guardians programme meets all of these objectives. One important component is that the Indigenous Guardians program and Funds for the establishment of Indigenous Protected and Conserved Areas (IPCA) should both be adequately funded and measures taken to ensure there is a coordinated process between the two. There has been overwhelming interest from Indigenous communities for advancing conservation, as shown by the over \$800 million worth of proposals to the Challenge Fund, which only had \$175 million to disperse.

We urge that this programme be massively expanded to meet multiple objectives to which your government is already committed.

Some specific expenditures to obtain lands to meet multiple objectives – conservation , enhancing national parks, co-management with Indigenous peoples – are currently urgent on Vancouver Island.

The E and N Land Grant (originally named after the Esquimalt and Nanaimo Railway) Area on the South East Coast of Vancouver Island is a prime example of an area in need of an IPCA. The E and N railway was part of the deal for BC to join Confederation in 1871. Coal baron and colonial government Cabinet member Robert Dunsmuir was granted 8,000 square kilometres – comprising twenty percent of Vancouver Island to build the railway. The land grant ignored Indigenous rights and title including violating pre-Confederation treaties. An IPCA in the land grant area would be a significant step in reconciliation with the affected First Nations.

11. Canada Water Agency

Greens fully support the creation of the Canada Water Agency. This must be understood as a major investment. In terms of capacity to protect and conserve our fresh water resources, Canada has dropped the ball.

At the same time, the threats to water and to infrastructure due to increased water threats and the climate crisis increase the need for a strong science base dealing with freshwater.

In the 1980s when I worked at Environment Canada, the Inland Waters Directorate had 1250 employees and a budget of some \$60 million. This has all but disappeared. As well, Environment Canada had a Canada Water Act Fund of \$20 million per year which was used to negotiate numerous interjurisdictional agreements. Obviously, in today’s dollars we are talking about needing at least \$170 million/year to rebuild and maintain capacity. Assuming that approximately \$100 million/year can be found within existing budgets (Environment Canada and Climate Change, NRCan and a few others), we urge the budget to include at least \$70 million/year

in new money to deliver on the promise of a strong Canada Water Agency.

12. International Development Assistance

Canada has fallen behind most of the donor community of industrialized countries. The target to eliminate global poverty was set in 1969 by former Prime Minister Lester B. Pearson in his work for the global community. The “Pearson target,” as it is known around the world, was for every wealthy nation to pledge 0.7% of its GNI to Overseas Development Assistance (ODA). The target has been met, and in some cases exceeded by the United Kingdom, Norway, Sweden, Luxembourg, Denmark and the Netherlands. Canada lags behind at a current level of 0.28% of GNI.

Meanwhile, we have committed to the Sustainable Development Goals. The first among the seventeen Sustainable Development Goals is to end poverty.

The 2021 budget should embrace what we, as a nation, have already promised and ensure that, at least, by 2030, we have met the Pearson target.

Many in the development community are calling for Canada to commit one percent of COVID relief to development assistance. That would be a good start for 2021.

13. Restore Scientific Capacity Throughout the Government of Canada

Major cuts in the Harper era have not been reversed in a number of departments. While the Department of Fisheries and Oceans has made efforts to restore capacity, the Canadian Wildlife Service, Parks Canada and climate science have not been restored.

In 2000, under the government of the Rt. Hon. Jean Chretien, \$110 million was placed in the Canadian Foundation for Climate and Atmospheric Sciences. In 2011, the funds ran out, after having granted \$118 million in research grants. It no longer exists, depriving a network of university-based researchers across Canada of funds for needed research. Environment Canada’s scientific capacity for climate science, including adaptation, was also diminished and has not been restored to its earlier strength.

Budget 2012 cut ten percent of Parks Canada’s budget leading to eliminating all the science-based positions. The Parks Canada Agency has not asked for funds to be replenished to re-hire scientists. Nevertheless, we need to replenish scientific capacity. The same story applies to the Canadian Wildlife Service where there is inadequate staffing to meet the requirements of the *Species at Risk Act*, as was made painfully clear in several recent audits by the Commissioner for Environment and Sustainable Development.

As noted, the Public Health Agency had too many people in the bureaucracy who did not have a good grasp on the basic science. Senior scientists in the PHAC had to work non-stop as there was too little depth of knowledge in junior positions.

Greens propose that the scientific deficiencies in capacity be dealt with across all departments through a focused fund for core science replenishment in key agencies: Environment and Climate Change, PHAC, Health, DFO and potentially others of \$200 million/year, with a replenished climate science grant making agency of \$200 million over a ten-year period.

14. Parks Canada

In addition to failing to restore scientific capacity in Parks Canada, basic infrastructure needs have gone unfunded.

The Gulf Islands National Park Reserve is the only national park in southern Canada that does not charge any access fee. This is because Parks Canada never built a Visitors Centre. There is no publicly accessible tourist focal point for the park.

The area has also long been in the process of finalizing plans for a National Marine Conservation Area. The negotiations with multiple First Nations will take another year or so to complete. The need for a Visitors Centre will only increase with an NMCA.

Meanwhile, in an area like southern Vancouver Island, properties that could be suitable are almost impossible to find. One such property is now available – 1850 Lands End Road. Local municipal government and conservationists have identified a 24.5 acre property with marine access. It is an ideal property to meet the multiple requirements for a Visitors Centre for a terrestrial and marine national park. Boaters can dock at the existing wharf, check in and buy their permits. The property also has easy road access, located very close to the airport and ferry terminal. The existing building can be easily re-modeled to accommodate a Visitors Centre. The property is listed at \$18 million, but the local officials believe it can be purchased for less. We ask for a \$15 million commitment towards the purchase of the property.

15. Post-pandemic Tax Reform

Pursuing revenues hiding off-shore, closing the stock dividend loophole, eliminating business deductions for meals and entertainment, and increasing the marginal tax rate for the wealthiest 1%, bringing in a wealth tax are all feasible sources of revenue as the economic recovery post-pandemic assists in economic recovery. To ensure fiscal sustainability we need bold transformational tax reform.

We propose that Canada lead a post-pandemic global collaboration, engaging the G-20, in innovative shared approaches to restore our economies through a 21st Century equivalent of the Bretton Woods conference.

16. Improved Access to Funds to Respond to Climate Disasters

The Disaster Mitigation and Adaptation Fund has proven effective but must be topped up and improved to fully protect Canadians from climate extremes. It requires a dedicated mechanism for municipalities and First Nations to access emergency funds when responding to extreme weather events such as fires and floods and an elimination of the \$20 million minimum project eligibility threshold so communities of all sizes can access funding.

Many municipalities, from Charlottetown to St. John to the Muskokas face increased flood risks. We desperately need leadership on flood mitigation in New Brunswick and elsewhere. Across Canada, we need funding to help homeowners and business owners adapt to the impacts of climate change.

Adaptation to climate change includes the need for assistance to regions impacted by sea level rise and storm surges, from Charlottetown to the lower mainland of British Columbia.

We note the many references in the mandate letters to enhanced preparedness for flood events. We support this and hope funds will be rolled out efficiently for much needed revamping to flood-proof key infrastructure.

Missing from the existing commitments is a commensurate level of preparedness for increased forest fires. We need funds for the purchase of more water bombers. We need a federal programme, grounded in federal responsibilities in the Constitutional powers under Peace, Order and Good Government, to get workers back in the woods to create fire breaks near vulnerable communities. The ambitious plans to plant two billion trees serve multiple ends, including reducing fire risk. We need urban tree planting and ecologically appropriate species to enhance carbon sequestration and biodiversity.

17. Seizing the Opportunity of a Low Carbon Future

We are presented with the largest opportunity, perhaps ever, to improve Canada's productivity and competitiveness.

This is reflected in the Fall Economic Statement and December 11, 2020 climate announcement "Healthy Environment; Healthy Economy."

As was stated in the FES: "Achieving net-zero emissions by 2050 is a pan-Canadian project to transform our economy, and is a commitment Canada joins with over 120 other countries."

Greens urge you as Minister of Finance and Deputy Prime Minister to demand a briefing by expert climate scientists. Expert climate scientists will confirm:

The stated objective is the wrong goal.

Net-zero by 2050 will not guarantee a livable climate. Net zero by 2050 will not meet our Paris commitment to ensure global average temperature is well below 2 degrees and preferably not above 1.5 degrees C. As a goal, in the absence of an aggressive effort well before 2030, net zero by 2050 is actually dangerous.

The hard truth is that net zero by 2050 could be achieved and still fail to ensure that human civilization survives through this century. We could be locked into 3-5 degree global average temperature increase while *still* reaching net zero by 2050.

The critical finding of the IPCC Special Report on 15 Degrees (October 2018) is "In model pathways with no or limited overshoot of 1.5°C, global net anthropogenic CO₂ **emissions decline by about 45% from 2010 levels by 2030...** reaching net zero around 2050 ..." (emphasis added).

Failure to achieve deep cuts well before 2030 will make any 2050 goal irrelevant – too little – too late.

Now is the time to be bold. U.S. President Joe Biden has called for a Climate Leaders' Summit for Earth Day 2021. Just as in 2005 when former Finance Minister Ralph Goodale's budget predated Environment Minister Stephane Dion's climate plan, this budget could set the stage for Canada to make the right commitment to align with the science.

By Earth Day 2021, the Prime Minister should announce that by 2025 Canada will be 30% below 2005 GHG emission levels and by 2030 we will be 60% below 2005 levels. Nothing less is consistent with the IPCC warnings.

To make those pledges, we will focus the climate recommendations for the budget on the areas as yet unaddressed in either the FES or the "Healthy Environment; Healthy Economy" document.

These are:

- Just Transition for fossil fuel workers

- End subsidies for fossil fuels, immediately
- Reject any expansion in fossil fuel operations or infrastructure
- Rebuild a network of affordable ground transportation between communities across Canada
- Game changing investments to zero carbon aviation
- Supporting solar roofs and other renewables in residences and across institutional buildings
- Encourage renewable energy installation in distributed systems across Canada
- Engage Indigenous communities in renewable energy and pumped storage
- Carbon sequestration through soils and prairie long grass management
- Build a national electricity corridor for 100% renewable power

18. Just Transition Legislation and Funding

A Just Transition Act was a campaign pledge from the Prime Minister in the 2019 campaign. It must adhere to the principles of the Coal Sector Workers Just Transition study commissioned in the previous parliament. Its core principles include full inclusion of impacted individual workers and communities in decisions about their future, pension bridge funding for workers near retirement, up-skilling for workers who require some additional training to move to clean industries, and a Jobs Bank to ensure every worker has a job at a pay level that allows them to maintain their quality of life through the transition. Bearing in mind that tens of thousands of workers have been laid off in the interest of automation in the fossil fuel industry with none of these supports, it is no wonder employees in the sector are fearful. Government leadership to protect the interests of the communities and workers dependent on fossil fuels is a key commitment. The accelerated Canadian exit from fossil fuel dependency must have public support from the sectors and regions most impacted.

19. End Fossil Fuel Subsidies

Despite the 2009 pledge from former Prime Minister Stephen Harper and the 2015 and 2019 pledges from the Liberal platform to end fossil fuel subsidies, such subsidies continue to increase.

Finance Canada shamefully refused to provide former Auditor General Michael Ferguson with its working numbers to define fossil fuel subsidies. Clearly the use of the word “inefficient” as a modifier for “fossil fuel subsidies” has allowed for much obfuscation.

To be clear, no public funds should be used to increase or sustain production of fossil fuels. Even though the industry is legally responsible for cleaning up abandoned oil wells, we supported federal funds allocated in 2020 to assist workers in the sector, through the clean-up of abandoned wells. It could have been viewed as an industry subsidy but it did not increase or sustain fossil fuel production.

The 2021 budget must end fossil fuel subsidies:

- Cancel supports for LNG.
- Cancel subsidies for fracking.
- End the last ACCA for the oil sands.
- Wind down the TMX project and stop the waste of another \$10 billion or so on building a pipeline to drive up GHG.

(Note: PBO found that meeting net zero by 2050 will ensure a massive loss on the government’s investment in the TMX pipeline.)

20. Follow the First Rule of Holes – Stop Digging.

Commit that the federal government will not permit or allow a single additional project, whether terrestrial or off-shore, to expand fossil fuel production.

21. Invest in Affordable, Modern Low Carbon Intra-city Ground Transportation

Canada's system of public transport falls somewhere below most developing countries. Bus service has disappeared from most provinces. The threat to marginalized people of hitchhiking was highlighted in the Inquiry into Missing and Murdered Indigenous Women and Girls as a key recommendation:

"The need for more frequent and accessible transportation services to be made available to Indigenous women."

The lack of predictable, low-carbon and convenient transportation between cities is dangerous for the poor, while boosting GHG as people have no choice but to fly or drive. Budget 2021 should launch a national transportation strategy with a goal of reaching zero-carbon public ground transportation everywhere in Canada by 2040. Rail will be the hub, with spokes of light rail and electric bus connections.

We must find a way to maintain the coach bus sector, such as Wilson's and Maritime Bus, as well as those in Ontario (Greyhound, Great Canadian Coaches, 417 Bus Lines, McCoy Bus lines), in Alberta (Pacific Western, TRAXX Coach), Manitoba (Beaver Bus and Moose Mountain) and Saskatchewan (Prince Albert Northern).

Funds to keep the coach lines afloat so that they can be part of the larger transportation strategy are urgently needed. They could be part of the climate funding already announced. Some funds should come from the provinces from Safe Restart monies. The New Brunswick government has not solved the threat to Maritimes Bus Lines with monies allocated from Safe Restart, but have protected some remote routes.

A national strategy must include service to rural and remote communities. Every Canadian must have access to reliable, low carbon transportation options at affordable rates. The newly formed Coast to Coast Bus Coalition is requesting \$8 million/year to keep the sector afloat with a vision to create a complete network for ground transportation linking buses to trains.

VIA Rail needs investment to purchase more efficient engines, build better track (that it can own) in key pinch points where freight delays passenger travel, and offer a better tourism product for Canadian and international visitors. The only recent federal government statements mentioning passenger rail outside the Windsor-Quebec Corridor called for VIA Rail to improve access to national parks.

Greens propose immediately that attention focus on the Vancouver Island route. The E and N Railway, improving access to the Pacific Rim National Park (while coincidentally massively improving public transit in the Victoria Capital region) as well as restoring service from Halifax to Sydney, Nova Scotia to assist visitors reach the Cape Breton Highlands National Park and Fortress Louisbourg. The most historic route in Canada was given under the Mulroney government to a private operator, Rocky Mountaineer. Ensuring that VIA Rail can share that track at an affordable price would access Banff as well as the historic spot of the Last Spike and the circular tunnel at Kicking Horse Pass.

The recent purchase of Bombardier's rail division by Alstom for \$8.4 billion opens the possibility for a federal plan to decarbonize freight and passenger rail. Alstom manufactures hydrogen powered fuel cell engines in its plants south of the border. It has just completed a major sale to Austria. There is much local interest in

Thunder Bay to protect the jobs at Bombardier's plant there in a shift to the Transcontinental VIA Rail lines being powered by fuel cell engines, built in Thunder Bay.

22. Hydrogen Strategy

Canada needs a hydrogen strategy to ensure hydrogen is available from non-carbon sources. This will take some time to develop from hydro, wind and solar. Failure to plan for the need for green hydrogen could unintentionally lock in fossil fuel emissions in the formation of hydrogen fuel.

23. Game-changing Investments to Zero Carbon Aviation

While much of the government focus will be on how to assist large airlines and airports coping with the financial hit of the pandemic, we also have an opportunity to tackle one of the world's largest sources of unregulated GHG emissions – air travel.

Vancouver Island's Harbour Air has pioneered the development of a fully electric airplane. While it cannot provide air travel over long distances, it could have a huge impact globally. Short haul flights of 780 km or less make up an astonishing 85% of flights world-wide.

Harbour Air received some support from NRC, but has invested over \$4 million of its own money. In December 2019, Harbour Air demonstrated the first ever commercial, carbon-free flight. Harbour Air needs a \$110 million investment to convert its whole fleet of forty planes, as well as to install electric recharging hubs at all its destinations. Supporting their efforts will bring Canada a commercially viable world-beating export opportunity.

This first breakthrough from a relatively small float plane commercial operation holds the key to significant GHG reductions. Canada's government needs to invest and get the first carbon-free airline operational well ahead of schedule.

24. Enhance Energy Retrofit Programmes to Include Renewable Energy

We fully support all the announced plans for retrofitting buildings for energy efficiency – aiming at net zero building.

The ability for buildings, whether residential, commercial or institutional, to generate their own electricity – to become carbon zero or even carbon negative – is a major opportunity. The obvious and relatively easy option is to encourage the installation of solar panels on any and all roofs across Canada. Depending on location, some building owners may be able to install wind, geothermal or small-scale hydro. The goal should be to engage as much home-grown, distributed renewable energy as possible, so the programme should be flexible to encourage renewable energy investments.

Renewable energy investments in Indigenous communities have already been demonstrated to be an excellent fit in economic development and should be encouraged. Indigenous communities on lands already having empty pits or reservoir capacity should be encouraged to develop battery storage in hydro capacity. Pumped storage in as many locations as possible will convert intermittent renewable energy to baseload.

25. Build a National Electricity Corridor for 100% Renewable Power

The Canadian Infrastructure Bank has been making key investments in needed inter-ties to ensure green, renewable energy can be easily wheeled from one province to another, including to the Territories. This major national infrastructure will need significant planning to deliver a fully integrated grid, east-west and north-south by 2030. Consultations with Indigenous peoples are critical. The link between eastern Manitoba and western Ontario, for example, will require advanced review and free, prior and informed consent from a number of First Nations. Siting and approval will be a long and difficult process, but it is necessary to ensure the modern functioning of a grid delivering 100% renewable electricity to an increasingly electrified country. As the internal combustion engine is replaced with EV's, we must ensure our infrastructure is ready.

26. Carbon Sequestration Through Soils and Prairie Long Grass Management

The potential for long grass prairie and agricultural soils to sequester carbon rivals that of forests. Engaging farmers in work to sequester carbon from which they can obtain financial rewards is a win-win-win for the government, for climate and for the farming community.

The government should invest \$100 million/year in assisting farmers sequester carbon.

27. No to SMRS

The federal investments in small and modular reactors are an unjustified waste of public funds. These reactors do not exist as a commercial reality. The beneficiary of government largesse is a consortium led by SNC Lavalin. The monies spent on these reactors even without producing a kilowatt of power, represent an opportunity cost. Known and available technologies will win on any cost-benefit analysis compared to SMRs.

Please halt the funds to SMRs, and conduct an evidence-based review in which public money will only be committed based on set criteria:

- Per dollar invested, how many tonnes of GHG are avoided/reduced?
- Per dollar invested, how many jobs will be created?
- From when the first dollar is invested, when will benefits accrue?

On this basis, it will be quickly apparent that the SMR investment is the worst possible choice. Existing commitments in energy efficiency and renewable energy will be far effective in each category.

28. Assistance to Farmers

Along with a broad cross-party alliance of MPs, we support the call for a limited statutory deemed trust to assist farmers producing perishable goods in cases of insolvency. The need for this protection has arisen due to the pandemic, but the logic applies in all times to protect vulnerable farmers.

We also, consistent with the measures to improve carbon sequestration in soils, urge that programmes to promote greater food security in Canada be made a priority for Agriculture and Agri-Food Canada. The current model is overly focused on environmentally destructive, industrial production for export, instead of more climate-resilient, diversified production to meet local needs.

29. Eliminate the Proposed 10% Tax on Boat Sales

Based on the widespread negative reaction to this pre-COVID proposal, we hope that it is no longer being advanced. To ensure it is not, we wish to repeat our objections.

We are convinced the tax will fail to produce tax revenue, but will decimate an important economic sector in Canada and cause job losses. We urge that a better revenue source, with the added benefit of assisting in preventing the abandonment of vessels creating costs for governments at many levels, would be to collect a \$100 annual fee to ensure boats and owners are registered and licensed.

30. Advance Equity in Society; Supporting Black Entrepreneurs

Increase investments in the business program for Black entrepreneurs – transition from loans to grants considering that many entrepreneurs are not in a position to take on more debt. It is critical that we address the unique needs of Black business owners and entrepreneurs across the country, as a robust collaboration between government, financial institutions, and Black-led business organizations and the businesses themselves.

Conclusion

Please consider each of these proposals, ranging from high level and long term to rather short term and granular.

As noted at the outset, we have concentrated on areas of gaps and proposals we hope are complimentary to your priorities.

I would deeply appreciate any opportunity to discuss these proposals with you.

Thank you for your extraordinary level of hard work and dedication over the last year.

With all good wishes,

A handwritten signature in black ink, appearing to read 'Elizabeth May', with a long, sweeping horizontal line extending to the right.

Elizabeth May, O.C.
Member of Parliament
Saanich-Gulf Islands
Parliamentary Leader of the Green Party of Canada

P.S. Désolé: Nous enverrons la version française sous peu.