

Defence Policy Review Roundtable - Summary

Iqaluit, NU
NTI Boardroom
July 20, 2016

Attendees:

(in-person)

- **Senator Patterson**, *Senator for Nunavut*
- **Leetia Nowdluk**, *Executive Assistant, Office of Senator Patterson*
- **Johannes Lampe** (*President of Nunatsiavut*)
- **Maj. Conrad Schubert** (*Civil-Military Cooperation, Joint Task Force North, DND*)
- **Jeff Maurice** (*Policy Advisor on Marine and Fisheries Issues, NTI*)
- **Glen Priestley** (*Executive Director, NATA*)
- **Mike Babineau** (*Superintendent, RCMP, Iqaluit*)
- **Hannah Uniuqsaraq** (*Director of Policy, NTI*)
- **Maj. Pierre Maillet** (*Detachment Commander Iqaluit, Joint Task Force North, DND*)
- **Ms. Helen Vaughan-Barrieau** (*Intergovernmental Affairs Advisor, Joint Task Force North, DND*)
- **Sherri Young** (*Senior Advisor to the Regional Director General, Nunavut Regional Office, INAC*)
- **Levi Barnabas** (*Chair, Qikiqtani Corporation; Board Member, QIA; Member, HTO*)
- **Guy d'Argencourt** (*Intergovernmental Affairs Office, GN*)
- **Jean-Paul Lehnert** (*Officer in Charge MCTS Coast Guard, Iqaluit*)
- **Dinos Tikivik** (*Retired Ranger*)

(via telephone)

- **Claudine Santos**, *Parliamentary Affairs Advisor, Office of Senator Patterson*
- **Peter Garapick** (*Superintendent, SAR with the Coast Guard*)
- **Whitney Lackenbauer** (*Professor of History, University of Waterloo; Honourary Maj., local Rangers unit*)
- **Johnny Leclair**, *Regional Director Fleet, Coast Guard, Montreal*
- **Col. (Ret'd) Pierre Leblanc** (*Arctic Security Consultants*)
- **Crystal Martin** (*Inuit Program Coordinator, Raytheon Canada Ltd.*)
- **Mark Henry** (*Senior Policy Analyst, Maritime Security Branch, Coast Guard*)
- **Isabelle Pelchat**, *Superintendent Icebreaking, Coast Guard, Montreal*

Senator Patterson provided context for convening the Roundtable

- Exchange with Minister Sajjan during Senate QP, February 24, 2016, during which the Minister invited Senator Patterson to make a submission

- Minister Sajjan’s mandate letter outlines the need for a Defence Policy review process and calls on the Minister to “renew Canada’s focus on surveillance and control of Canadian territory, particularly our Arctic regions, and increase the size of the Rangers.”
- Nunavut’s voice is important – NUNALIVUT (annual sovereignty exercise, held in Resolute Bay since 2007); 31 out of 50 radar stations in the North Warning System are located in Nunavut; Inuit and Nunavummiut play key role in maintaining infrastructure

Focus of the Roundtable will be on (i) Search and Rescue (SAR) and (ii) a potential expanded role for the Rangers.

It was made clear by those representing federal departments and policy advisors to organizations, that their interventions were more to provide accurate information and that their contribution could be made as individuals and not representative of their organization. On two different occasions during the day, Senator Patterson acknowledged that individuals were not speaking on behalf of their departments, agencies, or organizations, but were having their personal experiences as individuals who live and/or work in Nunavut, and work with Nunavummiut. DND and Coast Guard participants also stated that their purpose was to provide factual interventions and not to influence the discussion or any recommendations that may result from these proceedings.

Senator Patterson made two PowerPoint presentations (attached), which had been previously provided, to participants on Search and Rescue and a Potential Expanded Role for the Canadian Rangers.

It is important to note the current division of responsibilities for SAR in the north:

- The Canadian Armed Forces are responsible for aeronautical incidents;
- The Canadian Coast Guard is responsible for marine incidents;
- Parks Canada is responsible within national parks; and
- Provincial and territorial governments are responsible for searches for missing persons including those who are lost or overdue on land or inland waters - commonly known as Ground Search and Rescue (GSAR), and often delegated to the police service of jurisdiction.

The floor was then opened to participants to discuss each of the subjects of the presentations. Following the discussion on the Role of the Rangers, the participants were invited to raise other issues of importance to security and defence in the Arctic.

Key Themes that Emerged During the Roundtable

A. Climate Change

Research shows that there has been a significant decrease in the sea ice extent, in multi-year ice, and a general acceleration of the loss of sea ice extent over the past 30 years. These undisputable factors have led to a continued increase in activity in the Arctic. Potential future activities include: more mineral and resource exploration could be stimulated in the region or we could see an increase in maritime traffic from pleasure, tourism, or shipping vessels, or from transient vessels such as cruise ships. The territories could also experience more fishing, research, or play host to even more adventurers.

Mr. Lampe – “We know the snow is not what it used to be, the crystals are different. It is easier now to break the ice.”

B. Increased Activity = Increased Risk

With this increase of activity would also come an increase in the occurrence of SAR incidents. Canada is a signatory to the “Agreement on Cooperation in Aeronautical and Maritime Search and Rescue in the Arctic” that was signed in Nuuk, Greenland on May 12, 2011, during an Arctic Council meeting.

The Agreement states that parties will:

- Promote the establishment, operation and maintenance of an **adequate and effective** search and rescue capability within its area;
- Facilitate better exchange of information;
- Agree to request and provide support; and
- Shorten communication lines

This is significant considering the vast amount of space that Canada is responsible for extends all the way to the North Pole. If a plane departed Winnipeg and flew directly to the North Pole, it would take eight and a half hours in a CC-130, the same time it would take a Hercules to fly to London, England!

As the Northwest Passage continues to open up, we are seeing a moderate increase in transits through the entire length of the Passage. That is, however, with not all adventurers reporting. It can also be expected that, as mapping technology and more successful transits occur, we will see this number increase exponentially over the next few years.

Satellite tracking shows that there is significant traffic in the easternmost waters of Nunavut with moderate traffic throughout the rest of the Northwest Passage. The bulk of the activity also impacts the Labrador Coast as, Mr. Lampe points out, Labrador is the “gateway to the Arctic”.

Crystal Cruise Lines – Serenity

As an example of the type of increased traffic that would come through the Northwest Passage, the Crystal Cruise Lines proposal to sail the *Crystal Serenity* through the Passage was discussed.

The project, as submitted to the NIRB is described as:

- Transportation and accommodations for approximately 1,625 people aboard the MS Crystal Serenity and approximately 44 people onboard the RRS Sir Ernest Shackleton;
- Use of up to two (2) helicopters for ice reconnaissance and flightseeing in selected locations;
- Use of up to 15 zodiacs (small boats) for short sightseeing excursions and ship to shore transportation;
 - Use and storage of approximately 50 litres of gasoline onboard the zodiacs during each excursion;
- Use of up to 16 kayaks and one (1) rigid inflatable boat for site seeing;
- Use of an unmanned aerial vehicle for research and certain commercial uses;
- Landings, via cruise ship or zodiac, within the Nunavut Settlement Area proposed at Cambridge Bay, Pond Inlet, and Beechey Island;
- The following areas would be visited with no proposed landings:
 - Dolphin and Union Strait, Victoria Strait, Bellot or Franklin Strait, Crocker Bay, and North Baffin Fjords; and
- Research activities associated with the use of the ships for this cruise will be reviewed individually.

The escort vessel is a research vessel based out of the UK with icebreaking capabilities.

Several government departments and the US Coast Guard have been meeting regularly to discuss the project and ensure the appropriate safety measures are adopted. The project is currently in the first phase of the NIRB screening process and a call for submissions closes on July 26, 2016.

During our discussion, Commander Lehnert raised the issue of smaller vessels (less than 300 tonnes) not being bound by any requirements to report. This has proven problematic as the number of pleasure vessels carrying research teams and adventurers has increased exponentially. Examples of the types of activities being undertaken in the Passage include “seadoos”, swimming, kayaking, and boating with small babies or small children.

Commander Lehnert reported that many have undertaken these activities with little to no understanding of the realities of the Arctic and have come underprepared. While it is suggested that these smaller vessels report daily, there has been pushback from these adventurers, claiming the freedom to visit any part of Canada without having to report their activities. Meanwhile, international visitors are only obligated to clear Customs Canada.

This has led to multiple examples of ill-equipped vessels having to request support either with icebreaking or search and rescue services. These services are costly and are borne by the Canadian taxpayer.

Mr. Maurice noted that Transport Canada does require 30-person vessels to have a certified captain and an engineer. It is not known if this requirement is being enforced.

Comparatively, adventurers wanting to face the challenge of climbing the Himalayas must give a \$50K bond to be used for any Search and Rescue activities that may need to be undertaken for them.^{1 2}

In addition to increased marine traffic, improved aeronautical technology has led to an increase in “polar flights” – trans-global flights that fly through the polar region, creating a more direct flight path. Between 2003 and 2012, there has been an 1100% increase in polar flights amounting to just under 12,000 flights annually.

Mr. Barnabas asked about alternate landing sites for these polar flights. Col. (Ret’d) Leblanc answered that alternate sites are required to be filed as part of the flight plan. Since polar flights are large-bodied aircraft, they would typically require a longer, paved runway for emergency landings. That would limit landings to Inuvik, Rankin Inlet, Yellowknife and Iqaluit. However, in extreme situations, pilots could land on shorter gravel runways provided it was close to a community that they knew would be well-equipped to provide assistance. Mr. Lampe included Goose Bay in the list of paved runways long enough to support polar flights, noting that there was recently a federal announcement committing to extending that runway.

C. SAR – Rangers and the Coast Guard Auxiliary

This increase in activity, it can be presumed, will lead to a comparable increase in accidents, making it prudent to review Search and Rescue (SAR) policies and practices in the north. The current programs were created at a time of fewer activities and less need. While the thinning or disappearing of the ice provides an opportunity for increased activity, it also presents a decrease in the stability of the ice, thus leading to higher risks to be associated with those activities.

There are those that would dismiss a hunter going missing or a boat capsizing in the Arctic as an unfortunate reality of “life in the north”. Maj. Maillet pointed out that less than 5% of CAF SAR operations in 2015 occurred north of Grand Prairie. But advances in technology and public information are leading to an expectation and demand for better services with respect to Search and Rescue in the Arctic. As Mr. Maurice explained, “Inuit are tax-paying Canadians that require better service and quicker response times despite being less than 5% of the incidences.”

¹ For reference, this link includes a complete list of the cost of permits, insurance, and fees required as of 2016. <http://www.alanarnette.com/blog/2015/12/21/everest-2016-how-much-does-cost-to-climb-mount-everest/>.

² <http://news.nationalpost.com/news/canada/canadian-military-spent-2-7-million-to-rescue-wealthy-tourists-off-of-breakaway-ice-floe>

Mr. Barnabas raised the issue of community involvement. He asked, “How can communities be more involved? What authority do community groups have? Currently, families must search for lost members and, failing that, the SAR Committee needs to be called together before we can get anyone officially involved.”

In response, Mr. Garapick described a current initiative of the Canadian Coast Guard.

The Arctic SAR Project

The Coast Guard (CG) is current at the beginning of their second year of a two-year project called the Arctic SAR Project. Bolstered with \$500K in funding over two years, the project aims to establish new Canadian Coast Guard Auxiliary units in the Arctic. There are currently only five CG Auxiliary stations in the north: Inuvik, Aklavik, Kugluqtuk, Rankin Inlet, and Pangnirtung. The CG Auxiliary program was established in 1978³. Community volunteers, often made up of Rangers, first responders, and members of the SAR Committee, as well as other interested individuals, are formally trained on equipment and search patterns; travel to the training and the cost of the course itself are paid by the Coast Guard. There is an hourly rate paid by the Coast Guard for the use of a vessel and members of the auxiliary receive remuneration for loss of wages for time spent operating the vessel during a search.

When there is a marine incident, the SAR Committee contacts the Joint Rescue Coordination Centre (JRCC) in either Trenton or Halifax, the two RCCs responsible for the Eastern Arctic, and are immediately authorized to use the vessel(s) identified for SAR and can begin “well-planned search patterns”. Due to the absence of requirements for approvals through a ‘chain of command’, authorization for an official search can occur immediately. Response time is an important factor in the harsh northern environment where exposure can quickly lead to hypothermia and death, making quick authorization times through the Coast Guard Auxiliary program an advantage.

Members are insured for injury and death, while vessels are insured for damage and liability.

The challenges being faced by the Coast Guard include finding the volunteers and appropriate vessels in the north. Vessels must fit design criterion and always be readily available. The majority of vessels used for SAR are privately owned pleasure crafts but in the Arctic most vessels are also used for fishing and recreational boating, calling into question the availability of those crafts in an emergency. A unique exception to this is Nunavik. The Kativik Regional Government (KRG) used funds from the James Bay Agreement to buy rigid-hull, 9 metre inflatable crafts for all 14 communities. As a result, the Coast Guard will be opening six auxiliary

³ <http://ccga-gcac.ca/about-us/index.php>

stations in that region to take advantage of those dedicated vessels that are proven to be stable and safe, and that have cabins and self-righting capabilities.

It was noted that as the program evolves, the Coast Guard is seeing more community owned vessels as opposed to the traditional private vessels.

Mr. Lampe asked if the initiative was also focused on increasing the amount of CG Auxiliaries in Labrador but was told by Mr. Garapick that Nunatsiavut would fall under the Coast Guard authorities in Newfoundland and Labrador.

Senator Patterson asked if it would be helpful or redundant for Rangers to take over part of the role of marine SAR and Mr. Garapick replied that there are Rangers who are members of the CG Auxiliary, so they are cross-trained and could, as Senator Patterson later suggests, form the core of the Auxiliary. At the moment, it takes significantly longer for the Rangers to mobilize. Maj. Maillet confirmed that with the Government of Nunavut Emergency Measures Organization and the RCMP having joint responsibility in Nunavut, with the GN taking the lead, Rangers who participate in Search and Rescue at present need to do so through an established chain of command.

Mr. Maurice raised the concern that sometimes programs in the north that are adapted from southern-based programs can have inconsistencies in quality of assets or training. Mr. Garapick reassured participants that the training in the north would be the exact same as is offered to all southern Auxiliaries.

D. Enhanced Role for Rangers/Increased Ranger Support

Using the strait baseline method connecting the farthest points of land surrounding the Arctic Archipelago, Canada defines the enclosed waters as internal over which 100% of Canadian laws and standards apply. However, the international community does not recognize this claim and challenges Canada's sovereignty over those waters persists.

The airspace above and the waters below routes through the Northwest Passage could be argued by some countries to be part of the international strait and, thus, provide the right of transit to foreign vessels and aircraft. Increased transit could lead to increased accidents and spills.

All this points to a need for more resources to monitor, protect, defend and enforce Canadian sovereignty. It was suggested by the Senator that we can begin to do that by expanding the role of the Canadian Rangers by considering various options for new tasks to perform such as:

- Maritime Patrols to include
 - Park coastlines
 - Marine Protected Areas
 - Dealing with oil spills, garbage and phantom nets
 - Report on all ships in the area

- Support Search and Rescue at sea
- Initiate Level I environmental response
- Collection of scientific samples in support of
 - CHARS in Cambridge Bay
- Support to federal departments

The Senator further proposed that by using the “whole of government” approach, Rangers could become the first responders for several government departments. Their mission would principally be to alert the authorities; in instances where they were able to respond the quickest in cases of spills or search and rescue, Rangers could be the first responders for:

- The Canadian Forces
- Fisheries and Ocean
- Environment Canada
- Transport Canada
- Parks Canada
- Border Services
- Royal Canadian Mounted Police

Mr. Maurice conceded that there are only three or four fisheries officers for all of Nunavut that are tasked with patrolling North America’s longest coastline and a large body of water. He suggested considering having the Rangers help, noting that the federal government supports “multiple enforcement” contracts. Col. (Ret’d) Leblanc noted that CAF officers can act as DFO officers under the National Defense Act but Major Schubert clarified that the Navy can only participate in enforcement if a DFO officer is onboard, unless they have extraordinary authorization at the ministerial level.

It was suggested that if an enhanced role were adopted, the Rangers would need to be provided with the proper training and equipment to be able to safely deploy in coastal areas including:

- Small inshore patrol vessels such as those purchased in Northern Quebec (Nunavik)
- Satellite communications
- GPS navigation equipment
- Digital camera
- Spill kit

Training would include the following areas:

- Communications
- Navigation
- Sea training
- Maintenance of boat and engines
- Oil spill containment
- Other training depending on mission

It was noted by participants that that training would also increase capacity in Rangers' home communities.

Mr. Tikivik, a 26-year veteran of the Rangers, was cautious in his support of granting marine capabilities to the Rangers. "[SAR] efforts must be led by locals because of their local knowledge". But he noted that in his experience it is difficult for Rangers, as volunteers, to find the time and resources to properly train. Mr. Barnabas added that small communities often go to Rangers, by-passing more official methods and Rangers, in turn, use their own vessels to assist in SAR operations. However, they assume 100% of the liability and equipment that is damaged or lost is replaced at their personal expense although Professor Lackenbauer did say that Rangers are entitled to recuperate an equipment rate for using their own equipment. However, more staff is required to support the processing of damage claims.

It was also shared by Mr. Garapick that an MOU does exist with the RCMP detachment in Yellowknife that provides vessels and training to the RCMP in Inuvik, Yellowknife, Hay River, and Tuktoyaktuk. Superintendent Babineau explained that the territorial government contracts the RCMP in Nunavut. The lead on ground SAR is the GN's Emergency Measures department. Due to low numbers (13 communities only have two members) and high turnover (RCMP officers are rotated every two years), there are insufficient resources to provide training on and maintenance of vessels. It was suggested that an MOU between the Coast Guard with the Rangers would enable Rangers to access CG Auxiliary training and DND/personal Ranger assets would be covered under the appropriate insurance.

Mr. Tikivik went on to say that proper training and ensuring Rangers are equipped with the appropriate equipment is crucial should the role of Rangers be expanded. Mr. Tikivik noted that the Government of Nunavut has increased the hours annually allowed for GN employees to participate in Ranger activities from the previous 10 to 112 per year, but that is still not enough.

On oil spill response, Mr. Barnabas expressed his belief that training was important for all communities as an oil spill would prove devastating for the marine mammals and the surrounding communities. Commander Lehnert confirmed that large tankers over 40,000 tonnes are crossing the Passage and increased shipping from Baffinland Mines will put more pressure on assets and organizations in charge of spill response and maintaining marine safety in that area. He indicated that not only are the numbers of ships are going up but that the tonnage of those ships is increasing significantly. Ships used to range from 8,000 – 10,000 tonnes. Two years ago, however, the *Nordic Orion*, transported coal through the Northwest Passage and was 75,000 tonnes. As another example, there is currently an oil tanker, the *Quatuq*, in Northern Quebec that is 40,000 tonnes and acts as a refueling station for DeGagne to avoid having shipping vessels return south to refuel.

Senator Patterson made note of several instances in the recent past that could have proven to be catastrophic for the region. Senator Patterson also reminded participants that Inuit have a marine-based economy and have a vested interest in protecting and maintaining the surrounding waters.

Mr. Garapick acknowledged that there are ongoing challenges to training people on the proper use of spill kits due to a high turnover. Larger spills would require larger equipment found on Coast Guard vessels. The overall spill response strategy is being reviewed by the Coast Guard, in cooperation with communities and, in Nunavut, the Environmental Response branch of CGS.

Mr. Lampe stressed the importance to focus, not only on the Rangers but the Junior Rangers and a need for improved training and awareness of the program amongst the younger population.

Major Maillet offered two major points for consideration: The Rangers fall under the Department of National Defense (DND) and, as such, must follow the chain of command – involvement in ground SAR is limited to assisting the territorial lead when, and if required. Also, some of the suggested tasks fall outside the DND mandate. For example, CAF cannot conduct surveillance on Canadians.

Major Schubert also pointed out that the Arctic Offshore Patrol Vessels are a DND asset with no enforcement but that they could be a platform that RCMP, Coast Guard, and DFO could use as these entities have enforcement capacity.

Senator Patterson noted that Minister Sajjan told him during their exchange in the Senate Question Period on February 24, 2016, that,

Our government is committed to sovereignty in the Arctic. The Rangers play a critical role. It's not just the number of the increase; we also need to equip them well. Even before the defence review, we are looking at increasing. Right now, I am going through an informal review of recruiting, of making sure that the recruiting system can support what we need. So the numbers will increase. I don't have the exact number just yet because I want to make sure that I have the proper briefings from my staff on that. When I do, it will be part of the defence review. If not, I'm happy to provide the numbers as soon as I get them.

E. Role of the Private Sector

Ms. Young told participants of instances where mine assets were being used in SAR efforts. This launched a larger discussion on the potential role of the private sector. Other examples of outsourcing search and rescue to northern companies such as helicopter companies or enlisting the help of mine assets were put forward by Col. (Ret'd) Leblanc such as the services rendered by Cougar Helicopter in the Atlantic to the oil and gas sector. Environment Canada also enlists private support for their surveillance work in the Atlantic.

Senator Patterson shared a recent example of 2 Inuit hunters who were rescued by a private helicopter 50 km away in Frobisher Bay. One of the hunters was medevaced to Ottawa as he was suffering hypothermia. In the extreme cold conditions of the Arctic, life and death are measured in hours.⁴

There was some question about where requests to the mining companies have originated. INAC has asked AREVA and Agnico Eagle for information. AREVA said requests for helicopter support have come from Search and Rescue, RCMP, local workers and private residents and said they have always accepted such requests. Agnico Eagle indicated that requests generally come to them through the RCMP. This additional information is of interest, participants believe that requests were likely flowing through the GN.

F. Repositioning Assets in the North/Infrastructure Needs

Now is the time to invest in new and improved infrastructure and to re-evaluate the positioning of assets in the north before we start to experience the future demands that the data is foretelling.

Mr. Lampe told participants of how he explained to Minister Garneau during his recent tour of the north, that a paved runway that could accommodate larger airplanes was a key requirement of Nunatsiavut.

On the topic of new infrastructure, Senator Patterson added that one small craft harbour in Pond Inlet and a deep-sea port in Iqaluit are currently underway. Also, he noted approval of the Gray's Bay project could add another deep-sea port in the western Arctic.

Col. (Ret'd) Leblanc provided compelling graphics showing the limitations of SAR operations staged out of the south as they currently are and proposed potential solutions to increasing Search and Rescue capabilities in the north include:

- Station a SAR CC-130 in the Arctic
- Support to the Civil Air Search and Rescue Association
- Equip the Rangers with a marine capability
- Develop Resolute Bay to include SAR

The north is serviced by three Joint Coordination Rescue Centres located in the south – Victoria, Trenton, and Halifax – with aircraft being staged from military bases in Comox, Winnipeg, Trenton and Greenwood. The area that responders from Trenton and Winnipeg are responsible for is a sizeable portion of the eastern Arctic.

⁴ <http://www.cbc.ca/news/canada/north/iqaluit-hunters-safe-break-through-ice-1.3633511>

However, a CC-130 stationed in Yellowknife would have better coverage of the Arctic and can equally respond to a request in the west. One in Iqaluit would have better coverage of the eastern Arctic.

Being closer to the Arctic will also increase the “on-station time” (amount of time available to search) since the aircraft will still have a fair amount of fuel left to do the search, having spent less fuel on transit.

Stationing a CC-130 in Yellowknife would be plausible, efficient and beneficial since

- Canadian Forces infrastructure is already in place;
- It could be done on a rotational basis with the CC-130 on stand-by; and
- There would be a shorter response time to Arctic search and rescue requests and a shorter response time to western Canada.

Another solution to be considered is stationing assets in Cambridge Bay, which is on the major Northwest Passage route and the location of the Canadian High Arctic Research Station from, from which many scientific expeditions will be launched. It would also cover the scientific activity based in Resolute Bay.

Col. (Ret’d) Leblanc explained that he had asked for assets to be moved north during his time as Commander of the Joint Task Force North but the pushback he received was that, at the time, less than 1% of accidents occurred in the north and usually close to runways. However, there are accidents happening more frequently and many of those accidents involve helicopters that are not easily accessed by local responders. Over the period between 2001 and 2014 more than 6% of the aircraft accident fatalities were in the territories and yet there are 0% dedicated assets present.

Mr. Barnabas noted that they have been asking for a northern base in Cambridge Bay for the last 10 years.

Mr. Maurice confirmed that the north needs more assets. Access to infrastructure is poor and northerners lack the capacity to protect their own citizens. As an example, he spoke of QC’s fishing vessel, the *Saputi*, which went into distress while fishing in Canadian waters. It was due to a bilateral agreement with Greenland and Denmark that enabled the Danish Coast Guard to respond and assist.

Ms. Martin confirmed that, at times, the North Warning System, privately operated by Raytheon has assisted in SAR.

G. Security and Sovereignty – Improving “Situational Awareness”

Mr. Lampe spoke of the important role Inuit could play as the Arctic continues to grow. Resource development and new or longer access to transportation routes call for increased vigilance in emergency response, sovereignty and security. He went on to say that Nunatsiavut is “strategically located” to help protect the Arctic.

Col. (Ret'd) Leblanc discussed the need for increased "situational awareness" and shared information on a new All Domain Situational Awareness project launched on July 19, 2016, in Ottawa. The project includes increased surveillance of aerospace, surface, and subsurface spaces in the Arctic. \$100M was pledged over the next 3 years by the CAF to study sensors for the surveillance of the Arctic. One of the focuses is on detection of cruise missiles.

Better situational awareness, Col. (Ret'd) Leblanc adds, can be achieved in a number of cost-effective ways. Enhancing the Rangers' duties to include patrolling of the surrounding marine space and adding sonar to the current underwater tools being used by scientists operating out of Cambridge Bay to detect submarines are two examples.

The use of sonar concerned Mr. Barnabas who asked what the affect on marine mammals might be. No information was given in response.

The project was created in response to concerns of increased military activity by Russia in the Arctic and possibly the increasing aggressiveness of the Chinese armed forces.

The question of whether or not Lancaster Sound should be a "no-go" area was also raised with no definitive answers on the strategy surrounding patrol or enforcement.

H. The Need for More Data

There was a clear lack of data that is publicly and readily available on SAR assets currently in the Arctic. Col. (Ret'd) stated that information is very limited and that he feels we need a better understanding of what types of accidents are occurring in order to formulate an informed gaps analysis on the changing reality of the north. He feels that better data could better inform leadership on what assets could be moved to fulfill needs.

DND does have statistics on aircraft accidents which fall within their purview. Ms. Young asked what information we have on other SAR operations not involving DND as Major Schubert indicated that ground SAR is the most common type of search incident in the North. Mr. d'Argencourt indicated that ground SAR data is kept by the GN's Emergency Measures branch, which falls under the direction of Mr. Ed Zebedee, Director of Nunavut Protection Services.

Mr. Priestley noted that NATA is currently cataloguing available local aircraft to serve in a SAR capacity. It was noted by Commander Lehnert that the JRCCs have a catalogue of available aircrafts but welcomed an updated list from NATA. SAR, he said, always starts locally then escalates to provincial/territorial efforts then, finally, to federal coordination.

I. Inuit Involvement/Traditional Knowledge

There was unanimous agreement around the table that all operations and major decisions must include the Inuit. Their traditional knowledge and intimate knowledge of the land and water are integral to quick, efficient, and effective SAR and defence.

Senator Patterson spoke to the historic role that Inuit have played in Canada's national defence including helping to establish the DEW Line and acting, through a consortium, as the first operators of the North Warning System (NWS).

Col. (Ret'd) Leblanc noted that there are several ways that Inuit can currently contribute to various CAF systems. The NWS, currently operated by Raytheon, could consider providing more opportunities to individuals and businesses through maintenance jobs and contracts that would provide Inuit with higher paying, technical jobs thus building capacity in communities and saving Raytheon the cost of flying in technicians from the south. The key to this successfully being implemented is improved education and technical training.

Mr. Lampe - People are flown in at more cost to do work...Inuit can be trained and given jobs to enhance their community... Entrench Inuit content. Would give Inuit from all regions the opportunity to pass on that spirit...Inuit have traditionally been hunters, gatherers and fishers, but times are changing. Labrador Inuit would like to get on that ship. Also, build new relationships between provinces and territories. We have asked but never heard back. We [are grateful] to be given a seat at the Roundtable.

Senator Patterson noted that such opportunities also must be generated from government initiatives according to the Nunavut Land Claim Agreement.

Major Schubert told participants that over 85% of all DND expenditures in 2015 went to Inuit businesses or individuals. He stated that the CAF mission in the North could not be achieved without the support of Inuit.

Mr. Garapick shared that the Coast Guard Auxiliary is currently working on having information about their program translated to Inuktitut and that current Inuit members would be taking over to train new local members.

Mr. Barnabas, however, mentioned that the role of Inuit and the Rangers was not clear with regard to Arctic Bay and the Lancaster Sound Marine Protected Area. It was unclear whether local vessels would have access to the new port activity when it is not being used by the navy. "Will there be a clear role for the Rangers in the new deep sea port?" he asked.

Ms. Uniuqsaraq noted interest in DND's Arctic Security Working Group, and inquired whether it was still active. She also asked about the mandate of the group. Ms. Vaughan-Barrieau told participants that the Arctic Security Working Group will

meet November 30 – December 1, 2016 in Yellowknife. This happens twice a year and brings together federal departments and agencies, territorial departments and agencies, Aboriginal organizations, academics, non-governmental organizations, the private sector, and other stakeholders with an interest in northern issues from Nunavut, Northwest Territories, and Yukon, as well as across Canada. It is co-chaired by DND and Public Safety Canada. The upcoming ASWG will focus on infrastructure as well as provide an opportunity to discuss security issues, raise concerns, develop working groups, and hear updates from the various departments.

J. Training and Education Gaps

Training and education were recurring themes in each section. Improved education is required in order to help Inuit move on to technical training that would enable them to secure private sector jobs on maintenance

Training was mentioned with respect to Junior Rangers, Ranger instructors, and the Rangers themselves, should they be granted an enhanced role. There must also be allowances made for territorial governmental employees who participate in the Rangers who require or desire training.

The key to improving the education in the north about the importance of wearing a floatation device, personal emergency transmitters – Spot and InReach devices – was also raised. Senator Patterson asked how the local initiative was faring and Mr. Barnabas said uptake and reception were very good.

Ms. Uniuqsaraq (NTI) noted that as a result of the recent settlement of the lawsuit between the Inuit of Nunavut (NTI) and Canada, a fund was established for training. This fund could be an opportunity for NTI to use some of the \$60M settlement money to assist in funding training in these areas.

Outstanding Points

1. Mr. Garapick promises to discuss the question of more Coast Guard Auxiliary stations in Nunatsiavut with his counterpart for the Atlantic.
2. Ed Zebedee – Emergency Measures has ground SAR data
 - a. Must get information when he returns to work