



**NORTHWEST TERRITORIES
LEGISLATIVE ASSEMBLY**

2nd Session

Day 18

12th Assembly

HANSARD

FRIDAY, MARCH 6, 1992

Pages 303-326
Pagination reflects print edition

The Honourable Michael Ballantyne, Speaker

FRIDAY, MARCH 6, 1992

Pages 303 - 326

MEMBERS PRESENT

Hon. Titus Allooloo, Mr. Antoine, Mr. Arngha'naaq, Mr. Arvaluk, Hon. Michael Ballantyne, Mr. Bernhardt, Hon. Nellie Cournoyea, Mr. Dent, Mr. Gargan, Hon. Stephen Kakfwi, Mr. Koe, Mr. Lewis, Mrs. Marie-Jewell, Ms. Mike, Hon. Don Morin, Mr. Nerysoo, Hon. John Ningark, Hon. Dennis Patterson, Hon. John Pollard, Mr. Pudlat, Mr. Pudluk, Mr. Todd, Hon. Tony Whitford, Mr. Zoe

ITEM 1: PRAYER

---Prayer

SPEAKER (Hon. Michael Ballantyne): Good morning. I would like to recognize, seated in the Speaker's Gallery, the Hon. David Warner, Member of the Provincial Legislature of Ontario for Scarborough/Ellesemere and Speaker of the Ontario Legislature.

---Applause

I understand that the Deputy Commissioner is prepared to assent to bills this morning. Therefore, Mr. Clerk, would you ascertain if Her Honour, the Deputy Commissioner, is prepared to assent to bills?

Assent to Bills

DEPUTY COMMISSIONER (Mrs. Maksagak): Please be seated. Mr. Speaker, and Members of the Legislative Assembly, I am pleased to be here today to perform my first official act as Deputy Commissioner. Before assenting to bills, I would like to say how honoured I am to have been appointed to this position.

The position of Deputy Commissioner of the Northwest Territories has a special place in the history of the Northwest Territories, and I want you to know that I will do my best to represent the wonderful mixture of cultures and heritage that we all share.

Mr. Speaker, as Deputy Commissioner of the Northwest Territories, I hereby assent to: Bill 8, An Act to Amend the Elections Act; Bill 10, An Act to Amend the Local Authorities Elections Act; Bill 11, An Act to Amend the Plebiscite Act.

---Applause

MR. SPEAKER: Please be seated. Orders of the day for Friday, March 6, 1992. Item 2, Ministers' statements. Mr. Ningark.

ITEM 2: MINISTERS' STATEMENTS

Ministers' Statement 31-12(2): Meetings In Vancouver And Ottawa

HON. JOHN NINGARK: (Translation) Thank you, Mr. Speaker. Mr. Speaker, I wish to report to the House on my recent meetings in Vancouver and Ottawa. In Vancouver I met with the Hon. John Crosbie, Minister of Fisheries and Oceans. Our discussions concerned the developing Baffin fishing industry. Mr. Crosbie was able to assure me of the following commitments:

1) The Tungavik Federation of Nunavut land claim provisions will be considered in decisions relating to the management and harvest of inshore and offshore marine resources;

2) No new northern shrimp licences will be issued. Any increases to the quota will be divided among the existing 17 licence holders, of which 1.5 licences are held by territorial companies; and

3) The Government of the Northwest Territories will continue to participate in the Atlantic Council of Fisheries Ministers and its advisory committees. Through this council, decisions are made on the management of Atlantic marine resources. I extended an invitation to co-host the next meeting of this Ministers' council in Pangnirtung next summer.

After this meeting with Mr. Crosbie, I went to Ottawa. At the National Forest Congress, I and the other Ministers of Forestry signed an accord supporting the new Canadian forest strategy. This strategy sets the direction for forest management in Canada. Mr. Speaker, I am pleased to report that this strategy follows the direction that our government has already established in our forest management programs.

The strategy states that: a) forests should be harvested on a sustainable basis; b) forests are also important as wildlife habitats, for subsistence uses, and for leisure activities and should be managed accordingly; c) forests should be managed with involvement from residents; d) traditional uses and knowledge should be part of forest management.

At the National Forest Congress, I met with Mr. Paul Ramsey, who represented the British Columbia Forest Minister. We discussed the problems being created for trappers by forest companies in the Liard

area. Mr. Ramsey made a commitment, on behalf of the Minister, to investigate the problems and to report back to me.

While in Ottawa, I had the opportunity to meet with several other agencies: the Fur Institute of Canada; Indigenous Survival International; the Canadian UNESCO committee; and the organizers of an international environmental education conference called ECO-ED, which will be held in Toronto this July. Each meeting related to promoting the use of renewable resources at national and international forums.

Mr. Speaker, I was encouraged by these meetings because one of my objectives as Minister of Renewable Resources is to educate the people throughout the world about the way we live. Two of these agencies are highlighting the importance of traditional knowledge, especially in resource management. The Government of the Northwest Territories is recognized as a leader in this field, in large part because of the efforts of Mr. Jim Bourque, the former deputy minister of Renewable Resources.

Although I was busy, I can also report that it is already spring in Vancouver, still winter in Ottawa, and I am glad to be home. Mahsi cho.

MR. SPEAKER: We are glad to have you home, Mr. Ningark. Ministers' statements. Mr. Ningark.

Ministers' Statement 32-12(2): Community-Based Forest Management Projects

HON. JOHN NINGARK: (Translation) Thank you, Mr. Speaker. I think I am working too hard. I am the only one making statements here.

Page 304

I am pleased to announce that with the signing of the Northwest Territories-Canada Co-operative Agreement in Forestry, the Government of the Northwest Territories now can provide more support for community-based forest management projects. The Department of Renewable Resources is working closely with the community of Fort Liard to develop an integrated resource management plan for their traditional lands. This will also provide the community with an opportunity to participate in the management of these resources. The department is fully committed to the success of the resource management plan and will use the provisions of this co-operative agreement to ensure success of the

plan. The Fort Liard band is commended for their initiative in obtaining additional funding under the Arctic environmental strategy.

At the request of the Fort McPherson Band, the department has also been working on a forest inventory project. The result of the inventory will be available for review within the next few months. Thank you.

MR. SPEAKER: Ministers' statements. Ministers' statements. Item 3, Members' statements. Members' statements. Mr. Gargan.

ITEM 3: MEMBERS' STATEMENTS

Member's Statement On Native Languages Taught In Schools

MR. GARGAN: Mahsi, Mr. Speaker. (Translation) Mr. Speaker, a long time ago, I went to school in Fort Providence and Fort Simpson. At the time we were only taught in English. When we said something in Slavey we were punished for it. As a result of that, when I went to school in 1967, that is the only way I have been taught. We rarely did things in Slavey; we only did things in English.

These days, when kids go to school in Fort Providence, they get taught in Slavey, but the place that they are taught is a white man's setting, and I do not feel this is right. What the government is saying, right now, is that if the communities want to govern something they would be able to help them. What I am saying, Mr. Speaker, is that if we are going to be taught in the native way I think the people at the community level should be the ones who are in charge of it. The way they sing, the way they tell stories -- these things should all be looked after by native people.

If the children were taught outside of the school setting, they would be taught better. If they were taught in the native way, the native people should be in charge of teaching them. The Department of Education should be giving some thought to these kinds of things. The people are concerned about the way the students are being taught in English and the government should be helping them. The way I see it, the songs and the native stories, the way the native language is taught right now, I do not think it will survive. I think it has to be taught outside of the school, and that way I think they will be able to preserve it. Thank you.

MR. SPEAKER: Members' statements. Members' statements. Item 4, returns to oral questions. Returns to oral questions. Mr. Whitford.

ITEM 4: RETURNS TO ORAL QUESTIONS

Return To Question O21-12(2): French/English Admissions Clerk At H.H. Williams Memorial Hospital

HON. TONY WHITFORD: Thank you, Mr. Speaker. I have a return to a question asked by Mr. Gargan on February 13, 1992, and it deals with the French/English admissions clerk at the H.H. Williams Memorial Hospital in Hay River. Mr. Speaker, I have looked into the matter and the information that I have is that the H.H. Williams Memorial Hospital provides interpreter services for its patients as follows: Cree and Slavey languages, by staff members, who are compensated accordingly; Chipewyan language, no service available from staff members. Therefore three members of the community are paid to provide the service as required; French language, the hospital is attempting to recruit a French/English clerk in order for the hospital to provide service in French in addition to the English, Cree, Slavey and Chipewyan services already in place. The funding for this French/English position is received from the federal government under the Canada-Northwest Territories Co-operation Agreement for French and Aboriginal Languages.

MR. SPEAKER: Returns to oral questions. Mr. Morin.

Further Return To Question O123-12(2): Enforcement Of Business Incentive Policy, Kivallivik

HON. DON MORIN: Thank you, Mr. Speaker. I have a return to an oral question asked by Mr. Arngna'naaq on February 21, 1992, on the business incentive policy not being enforced. I have looked into the Member's concerns, and I can assure him that all contracts awarded by DPW have been, and will continue to be, awarded in accordance with all GNWT contract policies and procedures. The department follows these procedures for all contract awards in every NWT community. Thank you.

MR. SPEAKER: Returns to oral questions. Oral questions. Mr. Gargan.

ITEM 5: ORAL QUESTIONS

Question O273-12(2): Optional Years For Evergreen Forestry

MR. GARGAN: Thank you, Mr. Chairman. My question is to the Minister of Renewable Resources. I received a fax yesterday from the Hay River Reserve. There is a concern about Evergreen Forestry, Mr. Speaker. The company itself is a company combined of Fort Providence and the Hay River Reserve, and the problem they are having right now is that they have been put on hold with regard to an agreement. The five-year agreement was signed, with three years of operation and an option of two additional years. The difficulty right now is that the government has indicated that they are not going to negotiate the two other optional years until they come up with their privatization policy or direction.

Mr. Speaker, while the government is still addressing that whole privatization issue, there is a situation where spring is around the corner, summer is around the corner, and we still have not had any direction in that area. I would like to ask the Minister whether or not he will be dealing with Evergreen Forestry with regard to the two optional years. They would like to operate for the next two years.

MR. SPEAKER: The preamble was a little bit long, Mr. Gargan. If Members could try to shorten their preambles. Mr. Ningark.

HON. JOHN NINGARK: Thank you, Mr. Speaker. I am still new in the Department of Renewable Resources dealing with forestry, and I am very interested in the area of forestry, although I came from an area with no trees. I am also very interested in community concerns regarding this forestry issue. Mr. Speaker, I thank the Member for asking the question. I will review the matter with my officials and

Page 305

get back to the Member, and I hope I will be able to deal with this matter positively for the Member's benefit. Thank you.

MR. SPEAKER: Are you taking the question as notice, Mr. Ningark?

HON. JOHN NINGARK: Yes.

MR. SPEAKER: Question is being taken as notice. Oral questions. Mr. Dent.

Question O274-12(2): Retail Outlet At Lester B. Pearson International Airport, Toronto

MR. DENT: Thank you, Mr. Speaker. I have a question to the Minister responsible for the NWT

Development Corporation. I understand the Development Corporation is establishing a retail outlet at the Lester B. Pearson International Airport in Toronto. I also understand that this outlet will be wholly owned and operated by the Development Corporation and will retail both Dene and Inuit arts and crafts.

Mr. Speaker, it was my understanding that when this corporation was created its primary role was to assist businesses and to create employment in level II and level III communities. Perhaps the Minister can inform this House whether Toronto is classified as a level II or level III community.

MR. SPEAKER: Minister of Economic Development and Tourism, Mr. Pollard.

Return To Question O274-12(2): Retail Outlet At Lester B. Pearson International Airport, Toronto

HON. JOHN POLLARD: Thank you, Mr. Speaker. Mr. Speaker, obviously Toronto is not a level II or level III community. The reason for that retail outlet is, if we want to improve the economy in level II and level III communities in the Northwest Territories, one of the ways that we can do it is to market the products that they produce. We are trying a two-year experiment in Toronto, to move products made in the Northwest Territories into a greater marketplace. There is a lot of traffic there. If it works, we will consider going to other high density traffic areas to move more Northwest Territories products. Thank you, Mr. Speaker.

MR. SPEAKER: Supplementary, Mr. Dent.

Supplementary To Question O274-12(2): Retail Outlet At Lester B. Pearson International Airport, Toronto

MR. DENT: Thank you, Mr. Speaker. Although this is Friday, I do think this is a serious matter, and I would like to find out more about the benefit to the NWT with this project. Can the Minister tell us what he expects the net economic benefit to the NWT to be, in terms of dollars and jobs, especially in level II and level III communities? Thank you.

MR. SPEAKER: Mr. Pollard.

Further Return To Question O274-12(2): Retail Outlet At Lester B. Pearson International Airport, Toronto

HON. JOHN POLLARD: I cannot quantify it in numbers, Mr. Speaker. As I said, it is an experiment,

and I cannot tell you how many jobs it is going to create in the NWT. I can tell you that the co-operative is sitting with \$1.9 million worth of stock in its warehouse in Winnipeg. I can tell you that people across the Northwest Territories who are making arts and crafts, who are doing carvings, are not selling as many as they used to. That is because we are producing more than is being sold, because the traffic into the Northwest Territories is not as great as the amount of handicrafts that we are producing. All we are doing is saying there is a potential there to help those level II and III communities, those crafts people, and the problem that everybody is experiencing right now is finding markets. If that means that this government has to go out there and move those products, then we will do it. If it is successful, we will gladly spin it off to the private sector. Thank you, Mr. Speaker.

MR. SPEAKER: Supplementary, Mr. Dent.

Supplementary To Question O274-12(2): Retail Outlet At Lester B. Pearson International Airport, Toronto

MR. DENT: Thank you, Mr. Speaker. I have some concern with a government going into business, especially outside of the Northwest Territories. I was wondering if any other alternatives to this were considered. Was a joint venture with a southern firm considered, or was there any consideration given to hiring a travelling salesperson? Was there any alternative considered to starting up our own operation and, if so, could you outline what the department's ideas were, there?

MR. SPEAKER: Mr. Pollard.

Further Return To Question O274-12(2): Retail Outlet At Lester B. Pearson International Airport, Toronto

HON. JOHN POLLARD: Mr. Speaker, there were a number of things that were looked at a couple of years ago. We looked at attending trade shows; we looked at joint venturing with people; and we looked at making some more arrangements with Arctic Co-operatives. The decision was made some 12 months ago that this would be the way to prove up whether or not this would be a good marketing tool.

MR. SPEAKER: Oral questions. Mr. Antoine.

Question O275-12(2): Tabling Of Canadian Forest Strategy

MR. ANTOINE: Mahsi, Mr. Speaker. I have a question for the Minister responsible for Renewable Resources. I would like to thank the Minister for representing us and signing this new Canadian Forest Strategy. He outlined here a key point in the strategy, but I would like to look at the strategy myself, since I have a lot of forest in my constituency and people are interested in it. I was wondering if the Minister is going to be tabling this Canadian Forest Strategy. Thank you.

MR. SPEAKER: Minister of Renewable Resources, Mr. Ningark.

Return To Question O275-12(2): Tabling Of Canadian Forest Strategy

HON. JOHN NINGARK: Thank you, Mr. Speaker. Yes, Mr. Speaker.

MR. SPEAKER: Oral questions. Ms. Mike. I am sorry, did you have a supplementary, Mr. Antoine? Supplementary, Mr. Antoine.

Page 306

Supplementary To Question O275-12(2): Tabling Of Canadian Forest Strategy

MR. ANTOINE: Thank you, Mr. Speaker. I wanted to know when this document would be tabled. The sooner we take a look at it, the better for us. Thank you.

MR. SPEAKER: Mr. Ningark.

Further Return To Question O275-12(2): Tabling Of Canadian Forest Strategy

HON. JOHN NINGARK: Thank you, Mr. Speaker. As soon as I can.

MR. SPEAKER: Oral questions. Ms. Mike.

Question O276-12(2): Inuit Art Travel Shows

MS. MIKE: Thank you, Mr. Speaker. This is a supplementary to Mr. Dent's question to the Minister of Economic Development. Ever since the territorial government took over the Inuit art collection in 1987, which the Indian and Northern Affairs Inuit art section used to take abroad for shows, is the drop of sales in carvings due to the fact that our territorial government does not have travel shows any more, like Indian and Northern Affairs did?

MR. SPEAKER: Who would like to take that? Mr. Pollard.

Return To Question O276-12(2): Inuit Art Travel Shows

HON. JOHN POLLARD: What has happened, I think, Mr. Speaker, is that there has been a saturation in the market that we have had. We are putting on an exhibition in Yokohama on May 9. Mr. Allooloo, the Minister for Culture, will be attending. We are sending over some throat singers, and a drummer, I think, and we are going to try to raise the level of knowledge about Inuit carving in Japan. We already have an agent there, Mr. Y. Niimi. He was here last Monday with our consultant from Toronto, and they look forward to a greater expansion of the market in Japan. I hear what the Member is saying, and I would like to confirm that we are putting on those displays, and hopefully when Mr. Allooloo is in Yokohama he will be able to come back and say there will be other displays in the Japanese market, which is considered a good market right now. Thank you, Mr. Speaker.

MR. SPEAKER: Supplementary, Ms. Mike.

Question O277-12(2): Minister's Travel To Japan

MS. MIKE: Thank you, Mr. Speaker. I do not know which of the Ministers I should direct my question to, whether to Culture and Communications or to Economic Development. As much as we know how much there used to be displays the Northerners had through Indian and Northern Affairs, when they had exhibits the Minister of Indian Affairs never ever attended any of the exhibits; it was only the staff that went, who had knowledge in Inuit art. Why is the Minister required to go to the exhibit in Japan?

MR. SPEAKER: I would say this is a new question. Does the Minister of Economic Development or the Government Leader want to answer? Minister of Economic Development.

Return To Question O277-12(2): Minister's Travel To Japan

HON. JOHN POLLARD: Mr. Speaker, in Japan there is a lot of protocol and certain ways to do things. This is a very prestigious occasion in a very new setting. Mr. Y. Niimi, our agent, has been granted five days at this brand new building to put on this exhibit. I was invited to go as the Minister responsible for Economic Development and Tourism. I felt it would be better, seeing that this is structured around Inuit art, if there

were an Inuit Minister in attendance who could explain, much better than I could, his culture and the origin of Inuit art, and who could also speak the language. The reason for the presence of a Minister is, we want to put this as high profile as possible because, as I said before, there is a large market at stake. We are talking art; we are not talking crafts or handicrafts in this instance. When the Japanese asked us to send a Minister, then I think it is a good idea that we do.

For the information of the House, Mr. Allooloo will also be going to Sapporo, where he will be discussing putting together a very high class catalogue which will further serve to exhibit this kind of art throughout Japan. Thank you, Mr. Speaker.

MR. SPEAKER: Supplementary, Ms. Mike.

Question O278-12(2): Northern Art Specialist

MS. MIKE: Thank you, Mr. Speaker. I have a supplementary for the Minister of Culture and Communications. Mr. Speaker, do we not have an Inuit or northern art specialist in place? Or, are you the one?

MR. SPEAKER: Minister of Culture and Communications, Mr. Allooloo.

Return To Question O278-12(2): Northern Art Specialist

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. In my department we do not have an art specialist at this moment, but we have people who are working in this field. When I go to Japan I will be taking with me department personnel from Economic Development and Tourism to assist me in this field. Thank you.

MR. SPEAKER: Oral questions. Mr. Arvaluk.

Question O279-12(2): Issuing Of Shrimp Licences

MR. ARVALUK: Thank you, Mr. Speaker. My question is to the Minister of Renewable Resources. In your Minister's statement you stated that no new northern shrimp licences will be issued. Are you specifically talking about Cumberland Sound licence application by the Qikiqtaaluk Development Corporation and Makivik Corporation?

MR. SPEAKER: Minister of Renewable Resources, Mr. Ningark.

Return To Question O279-12(2): Issuing Of Shrimp Licences

HON. JOHN NINGARK: Thank you, Mr. Speaker. When my deputy had a discussion with Honorable John Crosbie in Vancouver, he stated that no new shrimp licences will be allocated in the North Atlantic Ocean. Thank you.

MR. SPEAKER: Supplementary, Mr. Arvaluk.

Supplementary To Question O279-12(2): Issuing Of Shrimp Licences

MR. ARVALUK: Thank you, Mr. Speaker. Are you saying that Cumberland Sound is part of that Atlantic, or is Cumberland by itself?

MR. SPEAKER: Mr. Ningark.

Page 307

Further Return To Question O279-12(2): Issuing Of Shrimp Licences

HON. JOHN NINGARK: Thank you, Mr. Speaker. It is my understanding, Mr. Speaker, that it is considered as an unutilized species. I believe that it is excluded from this area. Thank you.

MR. SPEAKER: Oral questions. Mr. Koe.

Question O280-12(2): Status Of NWT Business Loans Board

MR. KOE: Mahsi, Mr. Speaker. I have a question for the Minister of Economic Development and Tourism. One of the new initiatives of the department was the development of a Northwest Territories credit corporation, which I assume is now operational. What is the status of the NWT Business Loans Board?

MR. SPEAKER: Minister of Economic Development and Tourism, Mr. Pollard.

Return To Question O280-12(2): Status Of NWT Business Loans Board

HON. JOHN POLLARD: Thank you, Mr. Speaker. Mr. Speaker, we are in the stages right now of rolling the portfolio over to the Business Credit Corporation, and I will be bringing forward a bill to write off or set aside some \$2.5 million as we move the portfolio over to the BCC. So I am hopeful that will be accomplished in the next 10 or 15 days, Mr. Speaker. Thank you.

Supplementary To Question O280-12(2): Status Of NWT Business Loans Board

MR. SPEAKER: Supplementary, Mr. Koe.

MR. KOE: If this is happening, is it business as usual today for people who are applying for loans?

MR. SPEAKER: Mr. Pollard.

Further Return To Question O280-12(2): Status Of NWT Business Loans Board

HON. JOHN POLLARD: Mr. Speaker, I must admit that we have had some difficulty with the Auditor General, and also in coming up with a list of the loans that should be turned over and what we should set up for doubtful accounts; so perhaps in the last 10 days or 14 days it has not been business as usual, Mr. Speaker, but we hope to be on track within the next 15 days. Thank you.

MR. SPEAKER: Supplementary, Mr. Koe.

Supplementary To Question O280-12(2) Status Of NWT Business Loans Board

MR. KOE: The terms for the board of the new Business Credit Corporation, will you be rolling the old board over to take the place and accept the responsibility for the new credit corporation?

MR. SPEAKER: Mr. Pollard.

HON. JOHN POLLARD: I will take the question as notice, Mr. Speaker, and I will get back.

MR. SPEAKER: The question has been taken as notice. Oral questions. Mr. Lewis.

Question O281-12(2): Michelangelo Virus

MR. LEWIS: Mr. Speaker, it is Friday today, but I am also reminded that there has been quite a bit of discussion about whether I should ask the Minister of Health or the Minister of Economic Development and Finance -- what precautions he is taking against the Michelangelo virus.

MR. SPEAKER: Is there a computer doctor in the House? Which Minister would like to respond to this? Mr. Pollard.

Return To Question O281-12(2): Michelangelo Virus

HON. JOHN POLLARD: Gee thanks, Mr. Speaker. We are just hoping we do not catch the virus, Mr. Speaker. Thank you.

MR. SPEAKER: Mr. Lewis.

Supplementary To Question O281-12(2): Michelangelo Virus

MR. LEWIS: I appreciate, Mr. Speaker, that hope is better than despair, but I would like to ask the appropriate Minister, then, what precautions are being taken to protect the tremendous base of information that this government has, including our very famous financial information system, so that everything does not get lost and that everybody who expects to get paid at the end of next month will still be on the computer after today.

MR. SPEAKER: Mr. Pollard or Mr. Ningark. Mr. Ningark, Minister of Government Services.

Further Return To Question O281-12(2): Michelangelo Virus

HON. JOHN NINGARK: Thank you, Mr. Speaker. We were concerned about this when we were informed. We wanted to unhook the cables into the wall until the time passes, and we also wanted to try and get a doctor in to fix them. All departments are advised in this regard, Mr. Speaker. Thank you.

MR. SPEAKER: Oral questions. Mr. Antoine.

Question O282-12(2): Types Of Trees In Liard Valley

MR. ANTOINE: Thank you, Mr. Speaker. Since my honourable colleague here says it is Friday, usually things are pretty light here today, so I am going to ask the Minister responsible for Renewable Resources, since he is responsible for the forests. I took him over to Liard in January to see the trees, and he comes from a land where there are no trees. So I want to ask him if he could tell the House the type of trees that are in the Liard Valley. Thank you.

---Laughter

MR. SPEAKER: It is not normally within the Minister's knowledge but since it is Friday I will allow the Minister to attempt to answer it.

Return To Question O282-12(2): Types Of Trees In Liard Valley

HON. JOHN NINGARK: Thank you, Mr. Speaker. I believe we have poplar, white spruce, black spruce, and jack pine. Jack pine, Mr. Speaker, was selected in 1989 as the official tree of the Territories.

---Applause

Page 308

MR. SPEAKER: I think you passed the test, Mr. Ningark. Oral questions. Oral questions.

Item 6, written questions. Written questions. Item 7, returns to written questions. Returns to written questions. Mr. Clerk.

ITEM 7: RETURNS TO WRITTEN QUESTIONS

CLERK OF THE HOUSE (Mr. Hamilton): Mr. Speaker, return to Question W7-12(2), asked by Mr. Todd to the Minister of Education, concerning the Northwest Territories post-secondary student statistics; return to Question W9-12(2), asked by Mr. Bernhardt to the Minister of Justice, concerning absolute discharges and training for judges re sexual assault cases.

W7-12(2): Northwest Territories Post-Secondary Student Statistics

Hon. Titus Alloo'loo's return to Question W7-12(2), asked by Mr. Todd on February 20, 1992: The Department of Education has provided me with a number of tables on students enrolled in, and graduating from, post-secondary programs. These tables have been sent, as requested, to the Member for Keewatin Central.

The tables include numbers of post-secondary students enrolled over the past eight years. Information on total enrolment for 1983, and for 1984, is available, as well as enrolment in technical and degree programs. However, enrolment figures for southern and northern institutions are not. That information was not collected then.

Information on numbers of graduates from post-secondary programs is only available now for 1988-89. The department first attempted to collect graduate information for 1986 to 1988 through a survey conducted by mail. The return rate was so low no meaningful numbers were provided. In 1988-89 graduates were surveyed by telephone. As this has proven to be a successful method of collecting student graduation numbers, a telephone survey to

determine graduation rates for 1990, 1991 and 1992 will be conducted this summer.

The information provided in the tables on student enrolment and graduation was collected through the student financial assistance program. While some NWT residents may be pursuing post-secondary studies full time at their own expense, the Department of Education has no ongoing method of gathering the numbers of those students. However, the department expects that the number of individuals enrolled in post-secondary programs who are not receiving student financial assistance is very low. The information provided through the student financial assistance program identifies almost all of the students enrolled in, and graduating from, full-time post-secondary studies.

W9-12(2): Absolute Discharges And Training For Judges Re Sexual Assault Cases

Hon. Dennis Patterson's return to Question W9-12(2), asked by Mr. Bernhardt on February 25, 1992: A request was made for a list of all cases in which an absolute discharge has been granted for sexual offences by territorial court judges within the past five years. This was followed up by a request about whether this data was available from the Royal Canadian Mounted Police, the regional Crown office and our own territorial court registries.

In all cases the response was that it is not possible to retrieve this information without doing an individual file review. Such a review would take weeks. In the current period of fiscal restraint, resources are not available to conduct such a study. A justice information system, which will in the future be capable of tracking such information, is being tested by the territorial court registries and should soon be operational. Regardless, I am advised that absolute discharges are very rare for sexual offences. "The Sexual Assault and Sentencing Study," released in 1991, which I will distribute to Members, was funded by our Department of Justice and the NWT Law Foundation. It reviewed cases before the courts of the Northwest Territories during the period January 1, 1988, through December 31, 1989. The study gives a range of sentences in table 8.31. No reference is made to an absolute discharge.

On the issue of the training of judges on topics relating to gender issues, sexual assault or sentencing of sex offenders, training is something which the judiciary administers for itself, though judges may attend sessions which are not sponsored

by the judiciary. The Western Judicial Education Centre has had an intensive three-year commitment to judicial education in the areas of aboriginal peoples and gender equality. Their programs have been highly acclaimed by Canadian and American experts. At their most recent week-long workshop, held in Yellowknife last June, there were sessions on both gender and sexual assault issues.

MR. SPEAKER: Returns to written questions.

Item 8, replies to Opening Address. Replies to Opening Address. Item 9, petitions. Petitions. Mr. Alloo. Mr. Alloo.

ITEM 9: PETITIONS

HON. TITUS ALLOO: Thank you, Mr. Speaker. I wish to table Petition 4-12(2) from the residents of Pond Inlet, requesting the proposed library project in Pond Inlet to be constructed as planned in 1992. The petition contains 193 signatures.

MR. SPEAKER: Petitions. Item 10, reports of standing and special committees. Mr. Todd.

ITEM 10: REPORTS OF STANDING AND SPECIAL COMMITTEES

Committee Report 6-12(2): Report Of The Standing Committee On Finance On Creative Planning Session

MR. TODD: Mr. Speaker, the standing committee on finance is pleased to provide the Legislative Assembly with a short report on creative planning sessions which were recently conducted. The standing committee on finance first met during the first session in December, 1991. The committee was faced with a very heavy workload at that time and was unable to discuss, in detail, the role and responsibilities of the committee over the next four years.

It was agreed it would be beneficial for the committee to meet for a couple of days prior to a review of the 1992-93 capital estimates to fully discuss the role and responsibilities of the committee. As a result, the committee held a creative planning session in Yellowknife on February 1st and 2nd. Sessions were facilitated by Mr. Mike Bell of Inukshuk Management Consultants. The committee made several decisions that we would like to inform the Members about, and a full detailed account of the sessions are in the report in Appendix 1.

The purpose of the planning session was to decide on the primary purpose of the committee. The questions we were faced with were: What is our mandate and how are we going to fulfill this mandate? After much discussion, the committee adopted the following mission statement and principles which will guide our work for the next four years.

The mission of the standing committee on finance is

Page 309

to advise the Legislative Assembly, on behalf of the public, in all areas related to financial management and the proposed expenditure of funds, and to hold the government accountable for its spending. To carry out this mission, the standing committee will be guided by the following principles:

- 1) Government spending and financial management must respond first to fundamental human needs;
- 2) It must be guided by a strategic framework and be based upon sound fiscal policies;
- 3) It must ensure equity, fairness and universality of benefit to all Northerners in the Northwest Territories; and
- 4) It must be effective, efficient and economical.

The committee discussed many other issues of importance, including its relationship with other groups; how the committee should operate; and the priorities of the committee. The committee recognized that much more discussion must take place between committee Members and with other Members of the Legislative Assembly before we fully deal with these issues. The committee has set an ambitious work plan to help resolve some of these issues. The plan is relatively short term and is designed around three individual projects:

- 1) the development of interim procedures to guide its relationship with government and ordinary Members;
- 2) the development of a clear set of goals and objectives; and
- 3) a full review of the procedures used by the committee.

The committee has set clear deadlines for the completion of these projects. We welcome the comments and suggestions of all Members to assist us in achieving these goals. The committee

appreciates the support provided by the facilitator and the staff at that time.

Motion That Committee Report 6-12(2) Be Received And Adopted, Carried

With that, Mr. Speaker, I would like to move, seconded by my honourable colleague for Kitikmeot, that the report of the standing committee on finance on our creative planning session, be received and adopted. Thank you.

MR. SPEAKER: Thank you, Mr. Todd. Mr. Todd, your motion is in order. Ms. Cournoyea.

Point Of Order

HON. NELLIE COURNOYEA: Point of order. The chairman of the standing committee on finance, on item 1, substantially read the first principle with differing words, and I would suggest that if the idea is to leave it as the report says, that it be read into the record again. Thank you.

MR. SPEAKER: I am not quite sure if I understand, 100 per cent, the point of order. I think the honourable Member is saying that what is in the report might not be exactly the same as what the Member has said. What I would suggest is that we will review Hansard and, if necessary, a correction can be entered into the record.

SOME HON. MEMBERS: Agreed.

MR. SPEAKER: There is a motion on the floor. All those in favour? All those opposed? The motion is carried.

---Carried

Reports of standing and special committees.

Item 11, reports of committees on the review of bills. Item 12, tabling of documents. Mr. Morin.

ITEM 12: TABLING OF DOCUMENTS

HON. DON MORIN: Thank you, Mr. Speaker. Mr. Speaker, I would like to table Tabled Document 19-12(2), Annual Report of the Northwest Territories Housing Corporation, 1990-91. Thank you.

MR. SPEAKER: Tabling of documents. Mr. Allooloo.

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. Mr. Speaker, I would like to table Tabled Document

20-12(2), a letter which was sent to me regarding the Pond Inlet library. Thank you.

MR. SPEAKER: Tabling of documents.

Item 13, notices of motions. Notices of motions.

Item 14, notices of motions for first reading of bills. Notices of motions for first reading of bills. Item 15, motions. Ms. Mike.

ITEM 15: MOTIONS

Motion 6-12(2): Discussion On "Sobriety Clause In Contribution Agreements" To Committee Of The Whole, Carried

MS. MIKE: Thank you, Mr. Speaker.

I move, seconded by the honourable Member for Aivilik, that this Legislative Assembly orders the topic of "the sobriety clause in contribution agreements" be moved into the committee of the whole for discussion.

MR. SPEAKER: Your motion is in order. To the motion. The question has been called. All those in favour? Opposed? Motion is carried.

---Carried

The motion will be put into committee of the whole. Item 16, first reading of bills. Mr. Pollard.

ITEM 16: FIRST READING OF BILLS

First Reading Of Bill 21: Supplementary Appropriation Act, No. 3, 1990-91

HON. JOHN POLLARD: Thank you. Mr. Speaker, I move, seconded by the honourable Member for Nunakput, that Bill 21, Supplementary Appropriation Act, No. 3, 1990-91, be read for the first time.

Thank you, Mr. Speaker.

MR. SPEAKER: The motion is in order, Mr. Pollard. All those in favour? Opposed? The motion is carried.

---Carried

Bill 21 has had first reading. First reading of bills. Mr. Whitford.

First Reading Of Bill 20: Nursing Profession Act

HON. TONY WHITFORD: Mr. Speaker, I move, seconded by the honourable Member for Iqaluit, that

Bill 20, An Act to Amend the Nursing Profession Act, be read for the first time.

Page 310

MR. SPEAKER: The motion is in order, Mr. Whitford. All those in favour? Opposed? The motion is carried.

---Carried

Bill 20 has had first reading.

Item 17, second reading of bills. Item 18, consideration in committee of the whole of bills and other matters: Tabled Document 9-12(2), Strength at Two Levels; Tabled Document 10-12(2), Reshaping Northern Government; Tabled Document 12-12(2), Plebiscite Direction; Bill 14, Appropriation Act, No. 1, 1992-93; and Committee Report 3-12(2), SCOF Review of the 1992-93 Capital Estimates, with Mr. Nerysoo in the chair.

ITEM 18: CONSIDERATION IN COMMITTEE OF THE WHOLE OF BILLS AND OTHER MATTERS

Bill 14: Appropriation Act, No. 1, 1992-93 And Committee Report 3-12(2)

Department Of Transportation

CHAIRMAN (Mr. Nerysoo): Members recall that we were on general comments with regard to capital estimates for the Department of Transportation. What is the wish of the committee; that we continue with this particular matter?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Nerysoo): Thank you. Does the Minister wish to invite witnesses?

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. Yes.

CHAIRMAN (Mr. Nerysoo): Thank you. Mr. Minister, could you introduce your witness, please?

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. For the record, to my right is the acting deputy minister of Transportation, Mr. Andrew Gamble.

CHAIRMAN (Mr. Nerysoo): Thank you. If Members will recall, Mr. Antoine was in the midst of his general comments yesterday, so I will go back on general comments to Mr. Antoine.

MR. ANTOINE: Thank you, Mr. Chairman. On Transportation, by general comments yesterday, I was talking about my support for finishing the highway from Wrigley north through Fort Norman and Norman Wells. Yesterday I was quoting some prices I got from 1985. That is the last time that I received some figures. I was going to offer those figures as something to start with.

I had talked about it yesterday, and today I am just going to say that in the area of transportation, we also have airports. In most of the communities we have airports in my area, but Nahanni Butte is another community in my constituency that requires an airport. They have a small strip and sometimes it is not possible for the plane to land there. The only transportation in there is through air in the summertime, so it is necessary to have an airport in Nahanni Butte. Also, they have buffalo there too, so this time of the year the pilots have to fly past the airport to check the airstrip to see that there are no buffalo droppings on the airstrip, because that is dangerous.

Anyway, that is just a side point, but in the rest of my region we have winter roads, and in a question the other day the Minister said they were going to review the winter roads budget. I am concerned about it. We have winter roads into Trout Lake and Nahanni Butte, and there is the construction of a road out of Jean Marie but that is not going to be completed for the next few years. These three communities require winter roads and if there are going to be some changes to it, it is certainly going to affect the people in these communities, and I have some concern about it. This is for the people that rely on winter roads. That is my general comment. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Nerysoo): Thank you, Mr. Antoine. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. As for the winter roads, there is not going to be a change for the remainder of this year, but for next year we are reviewing the opening days and the closing days of the winter roads because of the concern raised by the Department of Fisheries and Oceans. They are concerned about the environmental concern regarding crossings of rivers and lakes. If there are going to be any changes to the opening and closing of winter roads, we will keep the public informed as much as possible and communicate to the communities who that affected.

As for the roads, road construction to the Member's particular area, our plan has not changed. Thank you.

CHAIRMAN (Mr. Nerysoo): Thank you. General comments. Mr. Antoine.

MR. ANTOINE: Thank you, Mr. Chairman. I have a question for the Minister of Transportation. The people of Wrigley have waited for the bridge to be built across the Willowlake River to provide direct road access to Fort Simpson for some years now, and every year they look forward to growth in the tourism and resource harvesting sectors. This bridge has been bumped back a few years, I am told, and this year especially most of the capital projects for Wrigley have been bumped, so they were gearing up to hopefully have some work on this transportation, so I would like to ask the Minister of Transportation; can the Minister tell me when this important transportation link will be built?

CHAIRMAN (Mr. Nerysoo): Thank you. Mr. Allooloo.

HON. TITUS ALLOOLOO: Mr. Chairman, there was a meeting yesterday consisting of the chief of Wrigley and my department concerning this. The community is aware that the decision to defer the opening of the Mackenzie Highway to Wrigley by one year was discussed, and the capital expenditure for the building of a bridge over Willowlake River was discussed. The current winter road serving the community will not be affected by this decision, but the road that was planned to be constructed for this year has been deferred by one year.

CHAIRMAN (Mr. Nerysoo): Thank you. General comments. Mr. Todd.

MR. TODD: Thank you, Mr. Speaker. I am a little confused. The transportation strategy that has been put in place, and God knows what it cost us -- are we using that strategy as a means by which to determine priorities as to where things are going regionally right now? That is my first question.

The second one was, my understanding was that there was going to be some kind of joint federal/territorial initiative where this government was going to put "X" amount of dollars into the pot, the feds were going to match it, and those dollars were going to be used to build the infrastructure we need whether it was wharves, roads, highways or airports. I wonder if it is possible that you could let me know

the status of that. Is that whole strategy still in place in relationship to the joint funding?

Page 311

CHAIRMAN (Mr. Nerysoo): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. Yes, the strategy that was developed and tabled in this House back in 1990 was used as a guide, and also with respect to the plans that we have developed in terms of addressing the requirements of roads and transportation throughout the Northwest Territories. We are still talking to the federal government to see where they could help us. As far as I am told, the Ministers of Transportation throughout the country still have to meet on this issue, and I am told that the federal Minister of Transportation is very interested in this document that our government has developed. So far, the meeting of Ministers of Transportation is scheduled some time this fall I believe.

CHAIRMAN (Mr. Nerysoo): Thank you. General comments. Mr. Todd.

MR. TODD: So am I incorrect, then, in the information I have, where I thought we were in fact in the throes of negotiating a 10-year, half a billion dollar agreement, where we would throw \$25 million in and the feds would match it to develop this infrastructure. Has something gone by the wayside or is it just that I have been given incorrect information?

CHAIRMAN (Mr. Nerysoo): Thank you. Mr. Allooloo.

HON. TITUS ALLOOLOO: That was an offer made by our government to start negotiating. The actual negotiations have not commenced.

CHAIRMAN (Mr. Nerysoo): Thank you. General comments. Mr. Gargan.

MR. GARGAN: Thank you. Mr. Chairman, one of the things that I have a concern with is with regard to the heavy vehicles that are on the roads. I will talk about the patrols later. Mr. Chairman, one of the things that I find is that the government is spending millions and millions of dollars improving the roads, which I appreciate and which I am sure people travelling on the roads appreciate, but unlike most provinces, I guess we do not really restrict heavy vehicles from travelling on the highways on certain days of the week. In BC the big trucks are not allowed to travel on certain days on highways, to allow lighter traffic to travel. In the North, it is quite

different because of the gravel situation. I am hoping that maybe the government might look at the possibility of allowing maybe one day in a week on which we would restrict heavy vehicles from travelling, to allow the general public to be able to travel on those roads without doing too much damage to windshields and that. I am just wondering whether or not this has ever been discussed, and whether it is possible to maybe look at doing that. Mr. Chairman, I am one person that does use the road quite a bit, and there are big tankers and semi trucks that travel the road quite steadily.

CHAIRMAN (Mr. Nerysoo): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. As far as regulating trucks travelling on our roads, we have the same rule as other provinces regarding weight. We have weigh scale stations to monitor these heavy trucks. As far as the Member's concern for heavy trucks -- that we should have some sort of regulation where there be a day when there would be no heavy trucks -- my department is not aware that this happens in other provinces. It is something we could look at, but I am told this might not be advisable. We have inter-provincial agreements with other provinces regarding safety, and regulating big trucks coming into the NWT. Those agreements are applied throughout Canada. Thank you.

CHAIRMAN (Mr. Nerysoo): General comments. Mr. Gargan.

MR. GARGAN: Mr. Chairman, last year the community of Fort Providence did the right-of-way clearing for sections of the highway between Yellowknife and Providence, and another one between Providence and Enterprise, and the job was well done. One of the things that I ran into last year, Mr. Minister, was that the community of Fort Providence negotiated a contract to do the clearing between the Fort Simpson junction and on toward Yellowknife. They decided to use a contractor from out of the community, Fort Liard to be specific, but it eventually went back to the community and a local contractor was used. I have a letter from the contractor.

I do not know if there are going to be further negotiations with regard to clearing the right of way, but the community is still interested in doing that. In order not to get into controversy, one of the conditions for negotiations should be, "Okay, we agree that we will give you the negotiated contract to do the right-of-

way clearing, but also that you use the local contractors, as opposed to using outside contractors."

I got into quite a bit of hot water over this from the contractor. It eventually went back to the local contractor, but it started out that they were going to use an outside contractor. The contractor wrote to me just to prove a point that it is a lot better to use local contractors and give consideration to lowering the cost per hectare, and if it was negotiated with the local band you would save a lot of money by doing that. I would hope that if you are going to do the same thing with the arrangement, it would be the same thing, that you express that in order to alleviate controversy -- if the band is going to get it then they use a local contractor.

Mr. Chairman, the other thing is with regard to Mr. Wray's report on the Transportation Strategy. Is the whole intent of this for the economic benefits, as well as the employment benefits, mobility benefits, safety benefits, increasing tourism --is it still your department's target to complete the section between Fort Providence and Fort Rae; complete the reconstruction and pavement by 1997?

CHAIRMAN (Mr. Nerysoo): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. With regard to contracts and the clearing of right of ways, it was on our insistence that contractors use local people to do the work that this was able to be done. We will continue to insist that local people, local involvement, be used to clear the right of ways.

As for the second question, yes, it is our target to meet 1997 as the target date for finishing the highway, but that will largely depend on the funds that are available to us. It is still our target. Thank you.

CHAIRMAN (Mr. Nerysoo): Thank you. General comments. Mr. Gargan.

MR. GARGAN: Mr. Chairman, I appreciate the response that the Minister has given. Several years ago, when Eliza Lawrence was still the MLA, she pushed quite strongly for a bridge across Little Buffalo River and she did succeed in getting it. The bridge

Page 312

was built in 1986 at a cost of between \$900,000 and one million dollars and was officially opened. Eliza was very proud of that and she thanked the Minister, Mr. Wray, at that time.

One of the concerns that was expressed by Mr. Antoine was to see -- I know there is a delay in the bridge being constructed on Willowlake River. I realize that under this Transportation Strategy there is a high priority being put on the reconstruction of the roads between Enterprise and Yellowknife. I appreciate that a high priority has been given to that, but at the same time I would hope that where there is a need to do improvements the government would be open to delegating some of the construction dollars that go toward Highway No. 3, specifically, so that we might be able to help out other areas. I drive the road and I am satisfied that it is the best, for the present situation, and we could still live with it if you decide to move your target date to the year 2000. I am just suggesting that there are other areas where the conditions are worse and it would not hurt -- if there was a reduction in the construction of the roads between here and Providence, for example. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Nerysoo): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. I would like to thank the Member for his advice, his very good advice, and I will take his concerns and his advice very seriously. Thank you.

CHAIRMAN (Mr. Nerysoo): General comments. Mr. Arvaluk.

MR. ARVALUK: (Translation) Thank you, Mr. Chairman. I have discussed this with the Minister, regarding docks in Coral Harbour. He is already aware that the dock is being used by NTCL, Northern Transportation Company Limited, at this time, and it gets worse every year. It is probably very expensive. The residents of Coral Harbour have worked quite hard to plan for a new dock that they want. There will not be a calmer area; it is not always calm but it is in a calmer area. This dock would be very useful to the community, to the NTCL also. There is a lot of limestone in that area, and a lot of times NTCL go back to Churchill without anything on the ship, and maybe we would be able to ship some out. Since the dock is too small, the smaller canoes are sometimes damaged by the bigger boats, especially when it gets windy. I wrote a letter to that Minister, and the residents of Coral Harbour have also made designs of how they want the dock to be built. I would like to ask the Minister why the study to build a dock in Coral Harbour is not included in the capital estimates.

CHAIRMAN (Mr. Nerysoo): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: (Translation) Thank you, Mr. Chairman. Prior to the development of this capital estimate, I had not received the letters he indicated. After receiving this letter I have asked my officials to look into the Member's concern. The reason it is not in the current detail of capital is because it was too late to submit it. The dock in Coral Harbour -- we would like to upgrade it beginning in 1994-95, completing it close to 1997. It will be completed in 1995-96 to 1996-97. We are aware of Coral Harbour's situation regarding the canoes that he indicated and regarding the sealift. I can tell the Member for Aivilik that we will look into this further, and we will consider it as urgent. Thank you.

CHAIRMAN (Mr. Nerysoo): Thank you. Mr. Arvaluk.

MR. ARVALUK: Thank you, Mr. Chairman. I appreciate the Minister's comments and information. In light of what I have said regarding the requirement for a wharf, I would like to make a motion, Mr. Chairman.

Motion For Action Plan To Construct Wharf In Coral Harbour, Carried

I move that this committee request the Department of Transportation to initiate a discussion with the community of Coral Harbour, to assist the community initiative for the development of a community action plan for the construction of a wharf in Coral Harbour. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Nerysoo): The motion is in order. We will take a 10 minute break, and come back and deal with the motion.

---SHORT RECESS

I will call the committee back to order. When we left, Mr. Arvaluk had just introduced a motion. Members will recall I ruled the motion in order. To the motion. Mr. Arvaluk.

MR. ARVALUK: Thank you, Mr. Chairman. Just a very short statement to the motion. In light of the work plan that has already been done by the Coral Harbour residents, and the financial restraint of the Government of the Northwest Territories, we are simply asking the government to work with the community to give an action plan for the construction of the wharf.

I have had a few telephone calls with the Farmers' Association in Saskatchewan, and I have had a meeting with them a year and a half ago. There is

also the threat, by the federal government, to shut down the railway to Churchill. If we were to start exporting some of that limestone then we could participate in keeping that railway open. There are so many reasons to talk about in this task, Mr. Chairman, that I seek the support in that motion. Thank you.

CHAIRMAN (Mr. Nerysoo): Thank you. To the motion.

AN HON. MEMBER: Question.

CHAIRMAN (Mr. Nerysoo): Question has been called. All those in favour? All those opposed? The motion is carried.

---Carried

Are there any further general comments? Mr. Todd.

MR. TODD: If I may, Mr. Chairman, I would like to move forward with some general resolutions at this time, with respect to the Transportation budget.

CHAIRMAN (Mr. Nerysoo): Yes, Mr. Todd.

**Motion To Re-Examine Transportation Priorities
From A Cost And Benefit Basis, Carried**

MR. TODD: I move that the committee recommends that cabinet re-examine transportation priorities from a cost and benefit basis, and in light of other fundamental needs of NWT residents.

CHAIRMAN (Mr. Pudluk): Thank you. The copies are circulating right now. Your motion is in order.

AN HON. MEMBER: Question.

CHAIRMAN (Mr. Pudluk): The question has been called. All those in favour? Opposed? The motion is carried.

---Carried

Any further general comments? Member for Nahendeh.

Page 313

**Motion That Transportation Department Maximize
Use Of Local People For Capital Projects, Carried**

MR. ANTOINE: Thank you, Mr. Chairman. I have got a motion here. I move that the committee recommends that the Department of Transportation

utilize its capital budget to make work for local people to the maximum extent. Thank you.

CHAIRMAN (Mr. Pudluk): Thank you. Your motion is in order. To the motion. Member for Nahendeh.

MR. ANTOINE: Thank you, Mr. Chairman. This motion is straightforward. It is for the capital project on Transportation going into different communities, if the local people would be considered to do most of the work, if they are capable of doing it through their corporations and other businesses that may exist in those communities; the idea is to keep the money that is going into the community in the community as much as possible. Thank you.

CHAIRMAN (Mr. Pudluk): Thank you. To the motion.

AN HON. MEMBER: Question.

CHAIRMAN (Mr. Pudluk): The question has been called. All those in favour? Opposed? The motion is carried.

---Carried

Are there any further general comments? Ms. Mike.

**Motion To Improve Transportation Infrastructure,
Carried**

MS. MIKE: I move that the committee recommends that Transportation infrastructure be improved where it is substantiated that impediment to industry that creates jobs exists.

CHAIRMAN (Mr. Pudluk): Thank you. Your motion is in order. To the motion. Member for Baffin Central.

MS. MIKE: (Translation) Thank you, Mr. Chairman. The motion is simple and it is regarding people in the community being given the opportunity to work and to make money in the community, that they be given the opportunity so that people with no jobs will be given the opportunity.

CHAIRMAN (Mr. Pudluk): To the motion.

AN HON. MEMBER: Question.

CHAIRMAN (Mr. Pudluk): The question has been called. All those in favour? Opposed? The motion is carried.

---Carried

Are there any further general comments? Member for Yellowknife Frame Lake.

MR. DENT: Thank you, Mr. Chairman. The standing committee on finance, when we reviewed Transportation, generally found some areas of concern in terms of standards. When we speak of standards, we are talking about particularly those standards aimed at perhaps what is typically done in the South, and we are not convinced that it is always necessary to achieve those standards when doing work in the North. I guess specifically what led to this was the cost of the upgrade of the highway in Yellowknife between downtown and the airport. I do not think there was much support on the committee for the level of upgrading that is planned for that strip, although this was last year's budget, and the amount of money that was spent doing the same sort of thing to part of the road up in Inuvik -- the Dempster Highway in Inuvik. Because of that we are wondering whether or not it really made a lot of sense to spend as much money as we did there when there are so many more important things that we thought the money could be spent on. We thought that the department should perhaps re-evaluate its standards.

Motion

That Transportation Department Re-Evaluate Its Standards To What Is Affordable, Carried

Therefore, Mr. Chairman, I would like to move that the committee recommends that the Department of Transportation re-evaluate its standards to ensure they are reasonable in light of what this government can afford.

CHAIRMAN (Mr. Pudluk): Could we have a copy of that motion, please? Thank you. Your motion is in order.

AN HON. MEMBER: Question.

CHAIRMAN (Mr. Pudluk): Question has been called, but I do not have a quorum. Question has been called. All those in favour? All those opposed? The motion is carried.

---Carried

Are there any further general comments? Mr. Nerysoo.

MR. NERYSOO: Thank you, Mr. Chairman. I have a couple of general concerns that I wanted the department to take note of. I have listened, with some interest, to many of the speakers who have

spoken about highways over the last couple of days. Much of the discussion is centred around the highway system in the southern part of the Western Arctic. I want to ask the Minister if we had turned over to us the total responsibility for the Dempster Highway, or whether or not that particular highway was still under the responsibility of, at least for reconstruction, the jurisdiction of the federal government? I would like to know the status of that situation.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. The Dempster Highway is a territorial highway now. It is under our responsibility.

CHAIRMAN (Mr. Pudluk): Thank you. General comments. Mr. Nerysoo.

MR. NERYSOO: Thank you, Mr. Chairman. Now that I know what the status is, I want to make a couple of comments. First of all, the kind of granular material that is being used for reconstruction on that particular highway, particularly in the mountainous area where, I do not believe, the material that the department is accepting is good material. In fact, what we have noted, even after the reconstruction last summer, is that the material breaks up almost into shale, and breaks up into a point where it is all mud. I am not certain about the quality of material that you are paying for. I would ask the Minister if he could speak to those people who are working in the community, on the highway, that I believe would have better knowledge of the material that you are using.

The other point that I wanted to make is, I was kind of curious as to why we had transferred to us the responsibility of that highway before it was completely constructed to a quality of other highways. Now we are assuming basic responsibility for what I consider to be an incomplete highway, in terms of its quality and in terms of the amount of work that has to be done just reconstructing that highway.

Another point I wanted to raise, Mr. Chairman, is that I would really like, at some time, to get an indication by government really what they intend to do with Arctic Red River. They keep saying that it is on the

Page 314

highway, and the fact is that it is not on the highway. It is connected to the highway, but it is not on the highway. There is no year-round connection to that community. There have been some discussions

about a bridge connection, but there has been no indication to the community what the status of that proposal is.

Services For Old Communities Versus New Communities

There is no proposal for an airport, and it is interesting to note -- I do not want to be critical of the situation of Mr. Zoe or his constituency, but we are going to build a new airport in Snare Lake when that community was not in existence 10 years ago. It really came out of an outpost camp. I am kind of curious as to how and why those kinds of decisions are made. What is the process for long-time communities to get at least the same kind of service and same kind of support for the services that they are providing to a community like Snare Lake or Colville Lake? I just want to know what the criteria are that this government uses. I do not believe that it is clear to the people, and it is certainly not clear to me what the criteria are. Maybe it has to do with political association. I think it is wrong, the way we determine long-term policies.

The other point that I wanted to raise is that one aspect of the long-term strategy that was not noted was this idea of the connection between the Dempster and Aklavik. I have to say, again, to our government that there are other aspects to connections with the gravel sources that you have to consider. We are paying on a yearly basis, and I note, interestingly, in the needs assessment that between now and the year 2000 we are going to spend over three million dollars for annual gravel hauls. Maybe that money would be better spent on long-term access, on a yearly basis rather than a daily basis, rather than on a short-term basis. I say that because we should be looking at how we might be able to spend our money wisely and save this government in the long term, and the communities in the long term.

The one other point that I wanted to raise is, again, going back to Arctic Red River, I am not certain the absolute solution -- and one of the proposals that had been made was the idea of purchasing another ferry to run between the Dempster and the community -- but I am not sure if that is the best way of spending money. Your intentions are to have two ferries in that particular location, and it has never been a matter that has really been dealt with, with the community.

The other point is that the services that are being offered by our government are being delivered out of Fort McPherson. Our health services, our police

services, our economic development officers, our social workers, our renewable resource officers, all those services right now are being delivered out of Fort McPherson. And when you do not have access on a year-round basis, then how do those services get delivered to those people? That is generally what I wanted to raise. How you deal with them is a matter of planning, but it is a matter of planning internally in government, and not only with this particular department. I wanted to raise those points.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. We agree with the Member that the material we used on the Dempster Highway is a poor granular material. We are using the best that we have available to us for surfacing the Dempster Highway. We are looking for other granular material that would be better material to do that, and we are looking at Inuvik and other sources. We have a plan in place to reconstruct the Dempster Highway starting in 1995. We are still looking at the feasibility of the bridge at Arctic Red River, and along with that it is in our transportation strategy to look at the airport as well as the feasibility of a bridge into Arctic Red River.

For the Dempster Highway to include Aklavik, our information up to this point is that the cost is very high compared to the benefits, and also Aklavik has a barge service, as the Member stated, and also a winter road during that season. I agree with the Member that our long-term goal at some point in the future is, when we are able, to construct a year-round road to Aklavik. We would prefer that, but at this point in time because of the financial realities that exist throughout our government and the resources that are available to our department, the best we can do at this point is a barge and winter road. Thank you.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Nerysoo.

MR. NERYSOO: Mr. Chairman, if I might indicate that there were a couple of other factors that were of significant concern to the communities on the Dempster. One was the matter of safety, the quality of the highway, which probably everyone including your department is dealing with at this particular time. I just wanted to raise the point that people are concerned about the safety conditions of those highways.

The other thing is that we have an opportunity, in particular on the Dempster -- not to diminish the importance of the highway system in the southern

Northwest Territories -- but we have a great opportunity to take advantage of the economic opportunities that particular highway offers. One just has to become aware of the value of the tourist industry in the Yukon, and you will note that some of the reasons are the significant developments that have occurred in the highway system. We are not quite as fortunate in the Northwest Territories at this particular time, but I think with each improvement they made to the highway system, it seems they are drawing more and more people back into the Yukon.

In that context, I am hoping the department will at least liaise with other departments that are involved in this area, review the transportation strategy, and review it in the context of some of the immediate payouts to the communities, because it seems that sometimes we are not acknowledging that there could be some immediate payouts to improvements in areas where it is necessary.

I wanted, also, to raise the matter of the \$25 million, if that is correct, with the federal government. I believe it was a point that was raised by Mr. Todd earlier. Could the Minister keep the Members informed as to the status of those discussions, and whether or not the federal government is prepared to somehow fund on an emergency basis some of the transportation requirements in the Northwest Territories?

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. Safety is our concern as well. We are spending money to maintain the highway and also to improve the safety on the Dempster Highway. I agree with the Member that safety should be the most important area that we could be working on, and we are doing this. We agree, also, that there is a significant tourism potential if we improve the Dempster Highway, and this is one of the factors that we will consider in planning for improvements, and we will continue to work with the Department of Economic Development and Tourism on this issue.

With respect to the negotiations with the federal government, once we commence the negotiations, we will keep the House informed, as well as the Members, by letter. If we have any movement in this particular area, we will let the Members know what is happening. Thank you.

Marine Services

Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Thank you. General comments. Does this committee wish to go page by page? Thank you. We are on page 11-9, Department of Transportation, detail of capital. Marine services, buildings and works, headquarters, total region, \$600,000. Agreed.

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Pudluk): Mr. Gargan.

MR. GARGAN: Thank you. Mr. Chairman, just with regard to marine operations, last year I thought there were plans by the department to put a ferry at Camsell Bend, and the ferry from the Liard Highway would be put at Camsell Bend. The ferry from Providence was going to be put in Fort Liard. Is there a chance to build a new ferry?

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. Yes, we are constructing a ferry that is to go into the Liard crossing, and the Liard crossing's Johnny Berens would be moved to Camsell Bend. Thank you.

Buildings And Works, Fort Smith, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Fort Smith, total region, \$500,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total buildings and works, \$1,100,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Equipment acquisition, headquarters, total region, \$25,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total equipment acquisition, \$25,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Marine Services, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total activity, \$1,125,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highway Operations

Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Highway operations, buildings and works, headquarters, total region, \$1,010,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Fort Smith, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Buildings and works, Fort Smith, total region, \$325,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Inuvik, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Buildings and works, Inuvik, total region, \$70,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total buildings and works, \$1,405,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Page 11-12. Equipment acquisition, headquarters, total region, \$1,170,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total equipment acquisition, \$1,170,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highway Operations, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total activity, \$2,575,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Arctic Airports

Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Page 11-14. Arctic Airports, buildings and works, headquarters, total region, \$802,000. Agreed?

Page 316

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Inuvik, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Buildings and works, Inuvik, total region, \$85,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

**Buildings And Works, Baffin, Total Capital,
Agreed**

CHAIRMAN (Mr. Pudluk): Buildings and works, Baffin, total region, \$300,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

**Buildings And Works, Keewatin, Total Capital,
Agreed**

CHAIRMAN (Mr. Pudluk): Page 11-15. Buildings and works, Keewatin, total region, \$2,020,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

**Buildings And Works, Kitikmeot, Total Capital,
Agreed**

CHAIRMAN (Mr. Pudluk): Buildings and works, Kitikmeot, total region, \$1,075,000. Mr. Bernhardt.

MR. BERNHARDT: Thank you, Mr. Chairman. I would like to ask this question of the Minister. Rehab/expand air terminal building, Coppermine. I notice there are prior years' costs of \$100,000. To my knowledge, Mr. Minister, I do not see any improvement worth \$100,000 to our present air terminal building in Coppermine, other than two brand new posters, and they cannot be worth \$100,000.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. This \$100,000 was to purchase a modular unit, a trailer, in Coppermine. It is not there yet. It will be on the barge.

CHAIRMAN (Mr. Pudluk): Buildings and works, Kitikmeot, total region, \$1,075,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total buildings and works, \$4,282,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

**Equipment Acquisition, Headquarters, Total
Capital, Agreed**

CHAIRMAN (Mr. Pudluk): Equipment acquisition, headquarters, total region, \$1,000,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total equipment acquisition, \$1,000,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Arctic Airports, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total activity, \$5,282,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Motor Vehicles

CHAIRMAN (Mr. Pudluk): Page 11-18. Motor vehicles, buildings and works, headquarters, total region, \$200,000. Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. I would like to know if this is where I address the highway patrol issue.

CHAIRMAN (Mr. Pudluk): Mr. Gargan would you repeat your question, please?

MR. GARGAN: Mr. Chairman, I have some concerns with regard to the highway patrols under your department. Is this where I should be addressing it?

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Mr. Chairman, this is to ensure that there is compliance with the regulations for vehicle weight, registration, safety, and dangerous

goods transportation -- the NWT requires vehicle inspection stations. The \$200,000 requested for this fiscal year is to address high priority items identified by the needs study and is expected to be completed by March 1992. This is for those inspection stations, registration, safety, and dangerous goods transportation.

CHAIRMAN (Mr. Pudluk): Mr. Gargan.

MR. GARGAN: Is this the place where I should be addressing my particular issue?

CHAIRMAN (Mr. Pudluk): Mr. Gargan, as long as it is related to the capital. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. It would be more adequate for the Member to ask his question in the O and M budget, with respect to highway patrol.

CHAIRMAN (Mr. Pudluk): Thank you for the correction. Mr. Gargan.

MR. GARGAN: I do agree with the Minister, but if we are going to be spending several thousands of dollars on vehicles, and we approve it now, I hardly find it appropriate to be addressing it after the fact.

CHAIRMAN (Mr. Pudluk): Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. In this particular section, for the \$200,000, this is

Page 317

not to purchase any vehicles. It is for upgrading of the weigh scale facilities.

Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total region, \$200,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total buildings and works, \$200,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Motor Vehicles, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total activity, \$200,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Transportation Planning

Buildings And Works, Headquarters, Total Capital

CHAIRMAN (Mr. Pudluk): Page 11-20. Buildings and works, headquarters, total region, \$1,179,000. Agreed? Mr. Todd.

MR. TODD: I wonder if the Minister could give us some indication of how many northern consultants and engineering firms have been used, versus outside firms.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. We use very few outside consultants. My department tells me that we mostly use the northern consultants to do this work, or our staff.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Todd.

MR. TODD: So we are going to be provided with a breakdown. Well, I suppose this stuff has not gone to tender yet, sorry. It is okay.

Buildings And Works, Fort Smith, Total Capital

CHAIRMAN (Mr. Pudluk): Fort Smith, total region, \$22,049,000. Member for Thebacha.

MRS. MARIE-JEWELL: Thank you, Mr. Chairman. Mr. Chairman, I would like to ask the Minister, with respect to recognizing his budget dealing with the highways, if his department has done anything with regard to the efforts of the community of Fort Smith to address the road through Wood Buffalo National Park. I would like to know if his department has dealt with that issue. I am aware that the Department of Transportation, when it was in with DPW, had granted Fort Smith some dollars to look at getting this road developed. I believe the study was submitted to the department. Could the Minister give me an update as to what has been done and what they intend to do? Thank you.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. If the Member is asking about the Wood Buffalo National Park loop, this highway is a federal responsibility. We maintain it on behalf of the federal government and the Government of Alberta. We have no tentative plan at this point to do any work unless the federal government and the Government of Alberta ask us to do some improvements or rehabilitation of the road. The only area that we are responsible for is to maintain it.

CHAIRMAN (Mr. Pudluk): Member for Thebacha.

MRS. MARIE-JEWELL: Mr. Chairman, I am not too sure whether the Minister recognizes what road I am talking about. Currently on Highway No. 5 you go through a good portion of Wood Buffalo National Park. But it is not in respect to the road on Highway No. 5. It is basically the road that was there back in 1958 and has grown over considerably, leading from Peace Point into Vermilion. But it is what they called an old winter road that was used back in 1958. I recall back in 1988 the government had granted Fort Smith -- I do not believe they gave them \$100,000, but their intention was to give them \$100,000 to complete the study to see how they could address this road. But as a result I think their study cost to the tune of only \$40-some thousand. There has been no further follow-up from that study. Since the study has been completed and the money was granted by the government to address this, could the Minister indicate to me as to what the status of this road is?

I just want to note that I recognize the roads of Wood Buffalo National Park are the responsibility of the federal government. However, I know that we maintain those roads, and I know the federal government does reimburse the territorial government for maintaining those roads. I guess the fact of the matter is that some of those roads in Wood Buffalo National Park are in territorial jurisdiction and within my constituency.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. I really do not understand the Member's question. All the roads that are south of Fort Smith are in Alberta, and most of them are in the national park. It is a federal and Alberta's responsibility to construct roads in that particular area, since it is in Alberta and also in the national park. I wonder if the Member could rephrase her question.

CHAIRMAN (Mr. Pudluk): Thank you. Member for Thebacha.

MRS. MARIE-JEWELL: Mr. Chairman, I would like to ask the Minister, since the government has granted the community of Fort Smith, I think somewhere to the tune of \$50,000 to do a study with respect to the road off Highway No. 5 that leads into Alberta, can the Minister advise me the status?

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Mr. Chairman, I would like my deputy minister to respond to that question.

CHAIRMAN (Mr. Pudluk): Mr. Gamble.

MR. GAMBLE: Yes, the Department of Transportation did provide at the the request of the Town of Fort Smith, some assistance in preparing an economic study of a link from Fort Smith south to the Alberta highway system. That study was undertaken by the Town of Fort Smith. A road south from Fort Smith to link with the Alberta highway system is one of the roads suggested in the transportation strategy. In order for that road to be built, it would require considerable investment by both the federal and provincial governments. It is part of our plan, in negotiating with the federal government for funding

Page 318

under the strategy, to include that road corridor as one of the items. Thank you.

CHAIRMAN (Mr. Pudluk): Thank you. Member for Thebacha.

MRS. MARIE-JEWELL: Mr. Chairman, I think it could be the road that the deputy minister is addressing in respect to the study, but I guess the road that I am talking about is the road that was intended to be studied. The road that I am speaking about is an extension from Peace Point to Garden Creek, down to Fort Vermilion.

Just to give some background, back in 1958 there was a road there. It was a winter road. Since then it has grown over, being in the park. Basically this road has about 75 miles of it to be cleared so that it can connect into some of the Alberta highways and you can have a loop road that comes in through Hay River, on Highway No. 5 that I spoke about yesterday, where I have asked for consideration of pavement, down around into Alberta. What I am asking is if there is any consideration being given to this

particular road for which we gave money to have it studied. Further, Mr. Chairman, the reason I ask is that we have a heavy equipment program in Fort Smith that could possibly complete this road if negotiations were to be started, or even to be talked about with the Alberta and federal governments. That road is in the parks plan; it is in their management plan. It is identified. However, it has been at a standstill, and I would like to know whether the Minister's department has any intention whatsoever to address this road, since the department has already given the community \$50,000 to study it and it has been studied. Thank you.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Thank you, Mr. Chairman. We will be happy to pursue to see what we could do in this particular area with the Member's advice. Thank you.

CHAIRMAN (Mr. Pudluk): Fort Smith, total region. Member for Thebacha.

MRS. MARIE-JEWELL: Thank you, Mr. Chairman. I am pleased to hear those remarks, so therefore I will make it a point to further discuss this issue with the Minister and see if consideration would be given to address this particular road. I am sure it will enhance the opportunity of transportation for the Territories, and no doubt it will have a lot of other compounded good effects, not only for my particular constituency but for the Territories as a whole in respect to tourism and other areas. Thank you.

**Buildings And Works, Fort Smith, Total Capital,
Agreed**

CHAIRMAN (Mr. Pudluk): Fort Smith, total region, \$22,049,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

**Buildings And Works, Inuvik, Total Capital,
Agreed**

CHAIRMAN (Mr. Pudluk): Inuvik, total region, \$1,561,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

**Buildings And Works, Baffin, Total Capital,
Agreed**

CHAIRMAN (Mr. Pudluk): Thank you. Baffin, total region, \$815,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

**Buildings And Works, Kitikmeot, Total Capital,
Agreed**

CHAIRMAN (Mr. Pudluk): Thank you. Kitikmeot, total region, \$390,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Pudluk): Thank you. Total buildings and works. Mr. Todd.

MR. TODD: There is something missing here. Mr. Chairman, was there no activity for the Keewatin? Does it not have any works, people, water? Is there some particular reason why we have been left out?

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: Mr. Chairman, there is in other activities. This particular one is planning activities.

CHAIRMAN (Mr. Pudluk): Thank you. Member for Nahendeh.

MR. ANTOINE: Thank you, Mr. Chairman. In my comments I forgot to mention one thing. I think this is the only chance I have to raise it. I received a letter from George Boots from Willowlake River in his camp, and he says he would like to share some of his concerns with me. His camp and his family, and another large family, Betsedia, live at the mouth of Willowlake River, and the highway is just in the back of their camp now. He says, "Road to mouth of Willowlake River. It was told to me that each year for the next four years they work on it little by little, but last year no work was done on it." I am relaying his concern to you to see if there is anything in the plan or in the works to help out George Boots in his camp at the mouth of the Willowlake River. Thank you.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TITUS ALLOOLOO: I would like my deputy minister to respond, please.

CHAIRMAN (Mr. Pudluk): Mr. Gamble.

MR. GAMBLE: The work planned on opening the extension of the Mackenzie to Wrigley will improve the access, but we do not have any work in the capital plan to improve the access to the camp itself. Thank you.

CHAIRMAN (Mr. Pudluk): Thank you.

Buildings And Works, Total Capital, Agreed

Total buildings and works, \$25,994,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Page 319

Transportation Planning, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Total activity, \$25,994,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Transportation Department, Total Capital, Agreed

CHAIRMAN (Mr. Pudluk): Thank you. We will go back to 11-7. Department of Transportation, program summary, capital expenditures, total capital expenditures, \$35,176,000 Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Pudluk): Thank you. I would like to thank the Minister and deputy minister for appearing before this committee. What does this committee wish to do now? Go on to the next department? Which department? Does this committee agree that we go on to Economic Development?

SOME HON. MEMBERS: Agreed.

---Agreed

**Department Of Economic Development And
Tourism**

CHAIRMAN (Mr. Pudluk): Thank you. I wonder if the Minister would like to make an opening remark at this time. Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, I would respectfully request that the two witnesses from the Department of Economic Development and Tourism be allowed in.

CHAIRMAN (Mr. Pudluk): Does this committee agree?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Pudluk): Thank you. Proceed, Mr. Minister. Mr. Minister, for the record will you introduce your witnesses, please?

HON. JOHN POLLARD: Thank you, Mr. Chairman. To my left is the deputy minister of Economic Development and Tourism, Mr. Dwight Noseworthy. To my right is Mr. Jim Kennedy, the director of finance, Economic Development and Tourism. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Pudluk): Mr. Minister, if you wish to make an opening remark, now is the time.

HON. JOHN POLLARD: Mr. Chairman, we have some new conflict of interest guidelines that are in place at the present time. In the past I have been an owner of a fishing lodge in the Northwest Territories that was licensed by this department. I feel it is incumbent upon me to tell the House the instructions that I have issued to the department and to the Government Leader, and read into the record my position on the conflict of interest, Mr. Chairman.

CHAIRMAN (Mr. Pudluk): Is that agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Pudluk): Thank you. Proceed, Mr. Minister.

Conflict Of Interest Statement

HON. JOHN POLLARD: Mr. Chairman, this is a letter dated January 10, 1992 to the Government Leader:

"As a Member of the Legislative Assembly and Minister of the Government of the Northwest Territories, GNWT, and in accordance with the GNWT conflict of interest legislation, I have filed my conflict of interest statement with the court of the Legislative Assembly. In addition, I am outlining the following points of clarification for your information:

"The Department of Economic Development and Tourism, along with other Government of the Northwest Territories' departments, conducts inspections of a lodge which is owned by my wife, Ellen Pollard, namely Brabant Lodge. Where required by legislation or policy, and in accordance with all of the terms and conditions of said legislation, the Department of Economic Development and Tourism, along with other GNWT departments, issues licences to Brabant Lodge. Brabant Lodge is licensed by the Department of Renewable Resources to issue sport fishing licences to licensed guests of the lodge on behalf of that department. This service has provided the commission of 10 per cent, per licence, for a total annual revenue of less than \$1000.

"At no time has Brabant Lodge accessed grant contribution or loan funding from the GNWT, nor will the current lodge owner, Ellen Pollard, attempt to do so for the duration of my term as Minister of the Government of the Northwest Territories.

"Brabant Lodge has had GNWT departments as clients in the past. The current owner of Brabant Lodge, Ellen Pollard, has agreed not to have GNWT departments as clients for the duration of my term as Minister of the Government of the Northwest Territories, as evidenced in the attached letter.

"Attached are letters of instruction to the Department of Economic Development and Tourism, the Department of Finance, and the Northwest Territories Public Utilities Board, advising them that any dealings between themselves and Brabant Lodge, for example, issuing of licences, should not be brought to my attention and should be directed straight to the Government Leader's office. If there is uncertainty regarding the application of this direction, the issue should be addressed to the Government Leader for a ruling.

"If you require further clarification of any of the points raised in this correspondence, or in other information related to my position as Minister, in the interest of conflict of interest, please contact me."

Mr. Chairman, I read that into the record because my wife is the owner of Brabant Lodge and, as I said, this department has some licensing authority over that particular establishment. Thank you, Mr. Chairman. Mr. Chairman, if I may now make my opening remarks.

CHAIRMAN (Mr. Arvaluk): Go ahead.

Minister's Opening Remarks

HON. JOHN POLLARD: Mr. Chairman, the Department of Economic Development and Tourism is presenting for the approval of this committee, a 1992-93 capital budget of approximately \$11.5 million.

The majority of these initiatives contained in this budget, totalling some eight million dollars, are for investments through the Northwest Territories Development Corporation. Investment decisions are made by a board of directors composed of business

Page 320

people from across the Territories.

Mr. Chairman, the primary objectives of the Northwest Territories Development Corporation are: increase employment and income opportunities for residents of the Northwest Territories, primarily in small communities; to promote economic diversification and stability in the business sector; and, to stimulate the growth of business activity.

Mr. Chairman, the remainder of the capital expenditures proposed in this budget are for tourism initiatives such as parks and visitor centres. Over the last few years, the department has consulted with residents of the Northwest Territories, private sector operators and visitors to the Territories, with a view to developing infrastructure for tourism that reflects the cultural heritage of the people of the Northwest Territories and, at the same time, meets the needs and expectations of visitors.

Mr. Chairman, a satisfied tourist is one of the best ways to advertise tourism. If the basic infrastructure is not in place, if our facilities are not maintained, or if the level of service is not up to standard, people will leave the North with a bad impression and are not likely to recommend that others visit the Northwest Territories.

Not making the most of what the Northwest Territories has to offer in the way of a tourist destination would be selling our economic potential short. Tourism

means jobs and economic activity for the people of the Northwest Territories. For the most part, it means opportunities for people to be employed in their home community and, equally important, Mr. Chairman, tourism promotes a sense of community pride by providing the opportunity for people of the Northwest Territories to share their cultural heritage with visitors from all over the world.

In conclusion, Mr. Chairman, this 1992-93 capital budget reflects a commitment by this department to work with the people of the Northwest Territories to increase employment and income opportunities for Northerners, through the development of tourism infrastructure, and through direct and joint venture investment in NWT businesses. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you, Mr. Minister. Would the chairman of the finance committee like to make any opening remarks? Mr. Todd.

Comments From Standing Committee On Finance

MR. TODD: Thank you, Mr. Chairman. When the committee reviewed the Department of Economic Development's budget the most obvious example to the committee was the government's decision that capital estimates tend to be driven, or not driven, by cost-benefit analysis. By that, we mean, "We are going to build a park here. We think there are going to be some jobs. We are going to do this here and we think there is going to be some economic activity."

The committee was concerned that in these times of fiscal restraint, and that it is important to understand that, if we really have the luxuries of some of these expenditures; whether they are visitors' centres, heritage sites, Thule areas, given that there are items of, perhaps, more priority; feeding people and clothing people and housing people.

We felt at the time, I repeat, because of the limitations in these difficult times that a number of these programs -- the department certainly seems to be accelerating, particularly in the visitors' centres -- a number of these programs may, in fact, be what we define in difficult financial times as luxuries.

With respect to the NWT Development Corporation, the previous standing committee on finance was promised a presentation on policies and procedures which we understand was never presented. We are still not sure, to date, that these policies and procedures are in place, and we do not know how the

corporation spent \$11.8 million when only ten million dollars was appropriated last year. Although, the Minister did indicate there was a \$1.8 million carry-over. Now we are being asked to appropriate eight million dollars for the corporation and we feel it is essential that we get a detailed copy of their management systems and controls. We did not have it at the time we reviewed the budget, Mr. Pollard, as you well know, and it certainly was not in place the previous year, as you well know, because you alluded to it as chairman of the standing committee on finance, and that is the point that we are trying to make here. You cannot go spending \$20 million worth of money unless we know who is spending it, why we are spending it, and what is the net effect of spending it.

With respect to Economic Development's budget, we really do not have too much difficulty with it. We feel that cabinet should re-examine the priorities from a cost-benefit basis in light of our fundamental needs. In other words, it is no different with this department as we have said with others. If we are going to have a long-term economic problem we have to determine if building visitors' centres, building parks, et cetera, takes priority over building houses, feeding people, and clothing people. It may seem a little idealistic but we have to take a look at the fundamental needs of Northerners.

We also feel that the NWT Development Corporation should provide us with policies and procedures to the committee that will ensure value for its capital investment. There was also a fair amount of concern by some Members of the standing committee on finance, that this development corporation may end up competing, if you want, in the broadest terms, with other interests out there. In particular, with the significant investment of Mr. Patterson's sawmill in Hay River. The point the committee wanted to make, in simple terms, was if you cannot measure it, you cannot manage it. They have to find a way to ensure that the money spent is bringing some net effect to the Northwest Territories. That is it. Thank you.

CHAIRMAN (Mr. Arvaluk): Thank you, Mr. Todd. General comments, Mr. Nerysoo.

Establishment Of Interpretive And Visitors' Centres

MR. NERYSOO: Thank you, Mr. Chairman. I would like to ask a couple of questions on policies of government. What is the policy for establishing such things as interpretive centres? Is it normally at the

point of entry of tourists, or is it at the location of a community where tourists usually end up?

CHAIRMAN (Mr. Arvaluk): Thank you. Mr. Minister.

HON. JOHN POLLARD: The Member mentioned interpretive centres. Those could be in any community and they may be of any size, Mr. Chairman. The next level up from that would be a visitors' centre and those visitors' centres would be placed strategically at a place where a visitor may arrive in the NWT, such as Yellowknife, Rankin Inlet, Inuvik, Iqaluit, major destination points. Then from there they would move off into other communities and the idea would be some sort of networking between the communities in that particular region, and the visitors' centre; not only talking about what happens in that particular community but the benefits of going to other communities in that particular region. In the smaller communities there would be an interpretive centre for visitors' use while they are in that particular community.

Thank you, Mr. Chairman.

Page 321

CHAIRMAN (Mr. Arvaluk): Mr. Nerysoo.

MR. NERYSOO: Mr. Chairman, if I could ask again, what is the policy with regard to that particular item? You indicated the major communities as being the point of entry, but the fact is that that is not the case on highways. So I want to ask the honourable Member, what is the policy of establishing interpretive centres, or for that matter, visitors' centres?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: There is no formal policy, Mr. Chairman. It is based on the responses that we get from tourism associations, from communities; it is based on our own knowledge of the transportation networks in the NWT; it is based on need, the perceived need of communities; and just general consultation. There is no formal policy, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you. Mr. Nerysoo.

MR. NERYSOO: Could I then ask if the Minister could consider a policy that could clarify how this government could establish priorities for developing those kinds of centres; whether or not it is interpretive or visitors' centres; so it is clear to even the tourist associations how they deal with communities? With the greatest of respect, I do not think Inuvik would

really take serious consideration of McPherson's needs for instance, just based on the fact that they are more interested in maintaining or retaining the tourists in their community. It would not make any sense for me economically for that tourist association to really worry about Fort McPherson or Arctic Red. I am asking you if you could establish clear guidelines or clear policies on how communities can access, or at least develop these kinds of centres.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, I understand the Member's concern. Yes, we will certainly consider a policy. I would point out to the Member that we have the same concerns; that if we are going to invest dollars, and these days the federal government, through the park's services has been investing with us in these particular visitors' centres so that we can get some efficiency and some economy -- we are very concerned at putting that kind of infrastructure into a community that is not going to share that large infrastructure with the communities in the regions. So, yes, we will look at a policy. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Mr. Nerysoo.

MR. NERYSOO: Mr. Chairman, if I could make another point. I would hope that in dealing with matters related to the tourist industry that his department is not only going to look at the manners of efficiency and economies of scale of infrastructure, as opposed to efficiency of response to requests made by communities. I can say to you that McPherson and Arctic Red River are no better off now than we were when the highway was first opened in 1977. The infrastructure may have improved slightly but the economic activity or economic benefits are really not being received by those communities, and when I mentioned the point of entry, the point of entry is not Inuvik on the Dempster Highway, it is Fort McPherson. The first two communities are Arctic Red and Fort McPherson. So the first impressions of people on those highways may not come through Hay River or Fort Liard. The first impressions are going to be those services that are offered in those communities, so if they are not happy with the services there, they are certainly not going to leave the North with a very good impression.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: I would agree totally, Mr. Chairman. Thank you.

CHAIRMAN (Mr. Arvaluk): Mr. Todd.

Consideration Of Multi-Use Buildings In Times Of Recession

MR. TODD: Again, I want to say that in affluent times it is easy to look at luxury items, what I would find as luxury items. In difficult times you have to look at a way of doing multi-use buildings, et cetera. One of the things, apart from what I saw in Iqaluit where they shared the space with the library, one of the things we said to Education was, you have to take a closer look at some co-ordination between people who look after cultural affairs, library services and schools. I wonder if any consideration is going to be given to that, about the need to try to amalgamate visitors' centres and information centres with other facilities. Let us use Arviat. In Arviat, the school that was built last year, or the visitors' centre that is currently being built, and the library that is now going to be built -- there has to be some cost savings, I would think. It has to click, it has to integrate, it has got to work, but I am wondering if in future that kind of thinking should not come into the picture.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Thank you, Mr. Chairman. Mr. Chairman, there has already been some discussion between Culture and Economic Development and Tourism, and also with Education, and I think there are some initiatives already under way with regard to libraries being attached to schools, because schools already require a library, and what has been suggested is that in as much as the school would have use of the library, there may be a separate entrance for members of the community to use the library as well, so, yes to both of Mr. Todd's questions. Thank you.

CHAIRMAN (Mr. Arvaluk): Thank you. Mr. Todd.

MR. TODD: Yes, just another question. I think I know the answer, but I am going to ask it anyway. When they look at the development of these visitors' centres, which clearly, as far as I can see, are only an expansion -- it is almost like a department on its own. What is the percentage of northern content with respect to some of these visitors' centres that are being built? While I recognize there may be some limitations in our skill level in developing these things, particularly in the design for exhibitions, et cetera., I wonder what kind of northern content would be involved in this, because it is significant dollars, both

in the past and certainly down the road. It almost seems to be taking on an entity of its own.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, it varies across the Northwest Territories with the different locations, but if you take all of the centres and put them together, 85 per cent of the money that it costs to build them or put the information together was spent in the Northwest Territories. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you. Mr. Pudlat.

MR. PUDLAT: (Translation) Mr. Chairman, my question is to the Minister. Is it appropriate to ask the Minister about visitors' centres at this time?

CHAIRMAN (Mr. Arvaluk): Yes. (Translation) You can talk about tourism, visitors' centres, because the department is available.

Page 322

MR. PUDLAT: (Translation) My question is to the Minister. He has not responded to my question. The visitors' centre I am talking about is in Cape Dorset. Is it in the current capital estimates? I am asking the Minister again. They do have staff students available, and I wonder if this will come under the capital estimates. Is this to be continued? I realize that we are in a time of restraint, however, the visitors' centre -- I would like to ask the Minister if it is under the capital estimates for this year?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: There is presently no visitors' centre in this capital budget for Cape Dorset, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you. Mr. Bernhardt.

Economic Development Officer, Coppermine

MR. BERNHARDT: Thank you, Mr. Chairman. I would like to ask the Minister; why has there not been any kind of economic development coming into the Kitikmeot Region, particularly Coppermine?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: The Member is correct, Mr. Chairman, there has not been a whole lot going into

Coppermine. The department has been working for the community for the last year, and we are hoping to improve our record there. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): General comments. Mr. Todd.

MR. TODD: I wonder if there is any particular reason -- not that I have to speak for Mr. Bernhardt -- but we have a community of 900 people and it does not have an economic development officer.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, Coppermine does have an economic development officer.

CHAIRMAN (Mr. Arvaluk): Mr. Todd.

MR. TODD: Maybe the Minister could enlighten us as to how long this economic development officer has been there. Has he been there for a long time?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, the position has been there for some time. It is vacant at the present time because we are negotiating with the hamlet to turn over that particular position to the hamlet of Coppermine.

CHAIRMAN (Mr. Arvaluk): Mr. Bernhardt.

MR. BERNHARDT: Thank you, Mr. Chairman. Mr. Minister, when I went home after the past sitting I was on the same plane as the new economic development officer for Coppermine. He just went in last month. I find it kind of, not appalling but kind of disturbing to find out that he comes all the way from Newfoundland. I wonder if there is any coincidence between the Department of Personnel -- the superintendent of the economic development officer is also from Newfoundland. I wonder if we are going to see any kind of improvement in our fishing industry?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, I will check into the matter but I am fairly sure that the hamlet was on the hiring committee, or at least consulted about this candidate. I think we have some local input to this particular person, but I will check into the matter further and get back to the Member. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you. Mr. Todd.

MR. TODD: I wonder, from an operational point of view, what steps, if any, the department is taking to increase the spending authority of the regional superintendents. One of the problems I think we have all recognized is that you cannot do a hell of a lot with \$50,000 in the Northwest Territories any more. I am wondering if any consideration has been given to: 1) expanding the regional superintendents' authorities; and 2) I heard the rumour the other day, and I am curious about how you are now going to run these regional boards. My understanding is that the superintendent is going to be the representative of the department. Is there going to be any community input with respect to the loan boards at the regional level? My understanding is, that it is going to be left to the discretion of the superintendent. Is this a change in policy or what? So the two questions are: 1) are we going to expand the authority of the regional superintendents, which I believe we should? and 2) maybe I could get a better clarification of what we are doing with respect to regional loan boards under this new NWT Credit Corporation.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, I am assured by the Minister of Finance that the problem of the local authority in spending is being looked at, sir. With regard to the boards, yes, the regional superintendent can be on that board or can chair that board, but I also have the authority and discretion to change that if I see fit, Mr. Chairman, so it is not a hard and fast rule, and I will listen to any advice that may come my way, and I am sure it will from Mr. Todd, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): General comments. Mr. Todd.

MR. TODD: The clarification has changed. The way it happened in the past is that you had a business loan fund at the regional level, with regional input through the regional superintendent who had a \$50,000 lending authority; what I am told is -- whatever you are doing with this new NWT Credit Corporation -- that, in fact, there is not going to be any system in place that says we will have a committee of two, three or whatever. It is going to be left solely to the discretion of the superintendent. In other words, a civil servant, if you want, will determine who the good guys are and who the bad guys are, and who gets the money and who does not get the money. I am wondering if I am correct. Maybe the information that I have is not correct.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: There is still provision for regional boards, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you. General comments, Mr. Dent.

NWT Government Owned Kiosk At Toronto Airport

MR. DENT: Thank you, Mr. Chairman. I would like to address some questions to the Minister about the NWT Development Corporation. I guess I am tied to asking questions about what I know happened in the last year because there is not a way to give anything in the future years, so the budget is difficult to question on specifics planned.

Page 323

I would like to ask some questions, not because I think that the goal of the corporation is not good, it is just that I think we want to be sure that the corporation is focused on attaining the goal of providing an increase in the economy and employment in the North. I just have some questions I would like to ask. For instance, the kiosk in the Toronto airport; what, if I might ask, is the square footage total and what is the cost per square foot?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, I do not have that information here at the present time, but I will get it for the Member. I will provide a copy of the contract between the NWT Development Corporation and Transport Canada. Thank you.

CHAIRMAN (Mr. Arvaluk): General comments. Mr. Dent.

MR. DENT: Is the Minister prepared to answer some fairly specific questions about this project now? Or should I defer my questions until another time?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, I am prepared to take a run at it.

CHAIRMAN (Mr. Arvaluk): Proceed, Mr. Minister.

HON. JOHN POLLARD: I will try and answer Mr. Dent's questions, is what I said, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Mr. Dent.

MR. DENT: Thank you, Mr. Chairman. I understand that this kiosk is going to be located in Terminal 2, and I believe that is the Air Canada terminal. Can we get some indication of which section of the airport it is located in? Is it a high-traffic area? Is it in the international departures area? the national one? the rapid air departures? Or is it tucked away in some corner?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, it is in the international departures section.

CHAIRMAN (Mr. Arvaluk): Mr. Dent.

MR. DENT: I wonder if the Minister could advise what would be the break-even point for sales in this venture?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: I do not have that information here, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Mr. Dent.

MR. DENT: Thank you, Mr. Chairman. I wonder if the Minister could advise where and how the arts and crafts to be sold in this shop will be purchased; will they be purchased directly from the artists? Will the department be actively involved in soliciting them? Or will this be happening through the co-ops? Just what is the process?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: We are buying from the co-operatives. We are gathering them ourselves through our own efforts and our own regional superintendents, and what we are hoping to do is place those items down there. There will be a fairly sophisticated cash register that will chart where the product came from, how fast it is selling, and hopefully we will be able to feed back to those communities where the product came from, the success of those different products. It is important that we do that because some things may not move as fast as others, and we would like to report that back to the people who are making them. So there are a number of ways that we are gathering products to be sold in the kiosk. It has been a good experience for us, having gone through the same routine for Seville. So it was a matter of merely

tapping into that system that has been set up for Expo '92. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Mr. Dent.

MR. DENT: I am assuming, given the location and the type of retail outlet, that the value of the goods sold will have to be relatively low in comparison to the usual charge for carvings and so on. Is the department satisfied that the low end is the area in which the economy can best be stimulated right now?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Mr. Chairman, as I said in question period today, the Japanese market is targeted for true Inuit sculpture and art. We are not playing around with handicrafts or crafts in that particular area. The Toronto kiosk is aimed more at handicrafts and crafts, as opposed to art. So, yes, they would obviously be of a lower price. That is not to say that we will not have some high-end items on display, but we certainly will not be loading an inventory with that. This is handicrafts as opposed to art being made available for sale in the Toronto kiosk. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): General comments. Mr. Antoine.

Future Plans For NWT Development Corporation

MR. ANTOINE: Thank you, Mr. Chairman. I have a few comments about Economic Development and Tourism. I am one of the MLAs that is on the standing committee on finance, and in the documents that we have here, the NWT Development Corporation takes up 69 per cent of the total budget for capital on Economic Development and Tourism this year. It takes a big percentage of the total capital. I feel that we need more information, and I would like to get more information for the re-examination of the priorities for the cost and benefit basis. There are a lot of different fundamental needs in the North presently and programs and services to be delivered to the people in the communities, that is the most important thing right now. With the Development Corporation, last year they were allocated \$10 million, and this year they are asking for eight million dollars. How long is this going to go on? Is it going to go on indefinitely? Will we be putting money into this Development Corporation every year?

We saw a list in our discussions of what kind of investment is taking place. If this continues, the NWT

Development Corporation will eventually own all the businesses in the North. I want to know what the strategy is, what the game plan is behind the NWT Development Corporation. Is it going to continue until we own all the businesses or is this for a short period of time or for the next couple of years? Can the Minister clarify that for me, please?

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Thank you, Mr. Chairman. The guiding line has been where the private sector cannot or will not; that is what the Development Corporation has been guided by. I share the same concerns as the Member, and that is that eventually you become a fairly large corporation that is government-owned and is competing with the private

Page 324

sector. So what we are hoping to do is that as businesses become viable, as they become able to stand on their own two feet, then we would hope to be able to spin those businesses off to the people who are working in them or somebody else who may be interested in that particular community. So I think it is a matter of nurturing the business, getting it standing and spinning it off to the private sector or to the employees that are working there. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you. Mr. Antoine.

Possibility For Businesses To Become Viable

MR. ANTOINE: Thank you, Mr. Chairman. I would like to know, as each business has been joint ventured with or bought outright, like the Patterson Sawmill, and so forth -- there are quite a few of them - - is there a plan for each specific venture on when there is a possibility that these businesses becoming viable? Is there some sort of a strategy in place on how to deal with this? I want to know if there is a strategy for each business or each venture that was entered into, and how many years are we looking at for these businesses to become viable? Thank you.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Thank you, Mr. Chairman. Some of these ventures may never become what the private sector would say is viable. They may never produce a profit, but I guess if you look at it from government's point of view and you look at it across all the departments of government and you ask, is it better that I am subsidizing a job and putting

somebody to work and they are doing something meaningful, and it is costing me twenty cents on the dollar to do that, or is it better that we just pay the person to stay at home with social welfare? So there are some businesses that are there and will never make a true profit in the capitalist sense of the word, and we accept that. That is what this corporation was designed to do, in some instances to do that kind of thing.

There are other instances where the business may not make a profit, but it may not lose any money, either, and it is sort of not attractive to buy it because it is sitting in the middle. That is okay with us too, as long as it employs people and it makes products or it does some useful function and contributes to the community. There are other businesses, and Patterson Sawmill is one of them, that we believe that within three to five years, depending on the price of lumber, can be made profitable, and we can spin that back to the private sector.

So there is a mixture of things in that particular development corporation, and not all of them can be said to be profitable, or ever hope to become profitable, but they do serve the purpose, in our mind, of employment, useful activity and perhaps a better sense of one's self in being gainfully employed. Even though, to us, it may be a loss in the Department of Economic Development and Tourism, when you factor in the Minister of Social Services and what he might have to pay out, to the overall government it is probably a profit, Mr. Chairman. Thank you.

CHAIRMAN (Mr. Arvaluk): Member for Nahendeh.

MR. ANTOINE: Thank you, Mr. Chairman. I would like to know from the Minister of Economic Development and Tourism regarding the NWT Development Corporation, is there a point of time where, if a venture is not viable and it is not making money and is not doing the things you are saying of providing a job, is there going to be a point in time when these businesses are considered to be a bad investment and the government pulls out of it? Thank you.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: There are certain guidelines placed upon ventures that may start losing money, and if it gets outside of that envelope that has been placed on it by the Financial Management Board, then the NWT Development Corporation would have to report that back to the Financial Management Board

for a decision, so it is not as though you can go and lose all kinds of money. There is a limit that has been set down by the Financial Management Board, and hopefully those businesses stay within that loss factor. If it does not, obviously it would have to go back to the Financial Management Board for decision. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Mr. Antoine.

Highways As A Means To Draw Tourists

MR. ANTOINE: Thank you, Mr. Chairman. I just have other comments that I want to move on to. The Minister knows that my constituency has highways in our area, and there is an initiative by the communities along that highway to try to draw tourists by road into our area. He is very much aware of it, since he is from Hay River and is involved with the loop through northern Alberta and northern BC communities trying to draw tourists into our part of the world. The turnoff to the Northwest Territories and northern BC has a very small sign, and it is very hard to see when you are driving up north through BC. I know there is going to be a sign put in place, but I would like to see something bigger and better eventually, because we have a lot of tours that go on the Alaska Highway right by our doorstep and it would be good if we could somehow attract them. A nice big sign is okay, but there should be some plan put in place by the department to try to draw the tourists more into our part of the country.

I know there is a big capital item for Dawson, in the Yukon, and it is in another territory, but something similar to that would be appropriate for us in our part of the country. People drive by Enterprise and Hay River and the Member for Hay River -- his constituency will benefit from such a venture. I just want to end my comments at this point. Thank you.

CHAIRMAN (Mr. Pudluk): Do you want to respond to that, Mr. Minister?

HON. JOHN POLLARD: The Member will not get any argument from me, Mr. Chairman. I hear what he is saying. I have seen pictures of the turnoff, off the BC highway, and I am going to go down there this summer and drive the whole thing. We are upgrading a whole lot of things along that particular stretch of the highway, and it is in our best interest, as well, as a government, to make use of those facilities because we need people to come up that highway. This year, we will be putting a new sign at the turnoff. As I said, I am going to go down there and look at the turnoff

myself, because from the pictures it does not look that grand a turnoff. We are also interested in looking at working with BC about upgrading that turnoff. The sign is in the budget for this year. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Pudluk): Thank you. General comments. Mr. Todd.

MR. TODD: Thank you, Mr. Chairman. I know you have said it, but I would like it clear for the record. There is a recognition within the department, with respect to the Northwest Territories Development Corporation, that in certain areas there is a requirement for government intervention within the economy of whatever activity it is. That is what I am hearing, that profit may not necessarily be the primary motive. We could be looking at employment, et cetera. To me it is just an allocation of dollars. Am I correct? I heard you say it, but I need to hear you say it once again.

Page 325

CHAIRMAN (Mr. Pudluk): Mr. Minister.

Mixed Bag Of Ventures In NWT Development Corporation

HON. JOHN POLLARD: Mr. Chairman, I think Mr. Todd has something to add. I would rather hear the whole thing before -- Mr. Chairman, I believe what I said is that there is a mixed bag of ventures in the NWT Development Corporation. Some of them will never make a profit. They are there to give people something to do, something meaningful to do, to gain some revenue; and some of those businesses in there will always sort of break even or lose a little bit, or make a little bit, but will never be attractive to the private sector. We think some of them will be profitable ventures that we can spin back into the private sector.

There is a mixed bag, as I said, and this corporation is not strictly for profit. It is there for development. If that means human development or business development, they are the same thing to us, Mr. Chairman. Thank you.

CHAIRMAN (Mr. Pudluk): General comments. Mr. Pudlat.

MR. PUDLAT: (Translation) Thank you, Mr. Chairman. I want to ask a question to the Minister of Economic Development and Tourism about the craft shop in Baker Lake. We started to worry about that

shop. It might be losing money. I have received some letters written by the people of Baffin Island. Their concern is that the centre will be buying carvings from the local Inuit, and it might affect the other regions. They might start losing money. So our main concern is that it has to be well planned in order not to lose money, but I do not know if it is supported by the people in the community of Baker Lake. They are using electric tools to carve some of the carvings, and for some of the sewing over there, they are using sewing machines; so I do not know if it is going to work out properly.

One time during a BRC meeting, it was on the agenda. The main concern was whether it was going to affect the other regions, especially the people from Baffin and Sanikiluaq, because just about in every community they are living on carvings, especially right now. We are not selling them very well. Perhaps, if they could sell them higher in Baker Lake, perhaps the other communities will be affected by this program. So this is my question to the Minister of Economic Development. That facility was very expensive to build. I am wondering if that was supported by the local people of Baker Lake. That is all the questions I have. Thank you.

CHAIRMAN (Mr. Arvaluk): Thank you. Mr. Pollard.

HON. JOHN POLLARD: Thank you, Mr. Chairman. The facility in Baker Lake was supported by the local community. It is not, and I repeat not, designed to compete with traditional carvers. It is using some fairly modern wet grinding methods that do not lend themselves toward traditional Inuit sculpture, so I do not see it as being competitive. It will be designed more toward some abstract hard rock types of pieces and toward crafts.

I recognize the concern the Member has with regard to carvings not selling very well right now. As I said in question period today, we know that the co-op has more than a million and a half dollars worth of carvings, and that is why we are trying to get some additional markets offshore and will continue in that vein, to try to make the carving industry come back to what it was before. But Baker Lake is not designed to compete with traditional carvers. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you. Mr. Pudlat.

MR. PUDLAT: (Translation) Mr. Chairman, in Baffin South we have all types of soapstone. There are some that are softer than the others. There is quite a

variety of soapstone that we use. I can say that we have different types, and now I know that the project was supported by the residents of Baker Lake, but it was not supported by the Baffin South residents. Usually when we make carvings we sign our names and they put on a tag for authenticity. Is it true that the carvings that will be made will not be signed or identified as to who made the carvings? This is the last comment that I have. Thank you.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: Thank you, Mr. Chairman. Mr. Chairman, we do not have the authority to say to somebody who has made something, "You cannot sign it." I cannot guarantee the Member that people who create things will not sign them. What I can tell the Member is that we did have a meeting with the co-operatives a couple of weeks ago, and they have some very real concerns, as well. We are sitting down with them to try to work out what is art, what is crafts, what is abstract art, and come up with some kind of system of labelling that will definitely identify which is art, which is crafts, and so on and so forth.

We are aware of the problem. It has been brought to our attention and we are working on that particular problem. I cannot guarantee that whoever makes something will not sign it and take some pride in the fact that they made that particular item. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you. General comments. Mr. Bernhardt.

Help For Soapstone Carvers, Cambridge Bay And Coppermine

MR. BERNHARDT: Thank you, Mr. Chairman. Mr. Chairman, in Coppermine and Cambridge, the communities that I represent, I go to the co-op stores quite often just to browse around and compare prices between the Bay and the co-op. I always wander around and end up in the carving section of both stores. It really disturbs me when I look at the soapstone carvings that are on display and for sale that are not from our region. We get them from all over the region, except our local carvers and I find it very disturbing. We have our own carvers and yet -- I think your department should make an effort to help carvers find a quarry and establish a quarry and then haul these stones into Coppermine or Cambridge and that, in turn, will generate much-needed employment and develop our own carvers from our own region. Being new in this Assembly, I would like to see how I

could assist the people who I represent to generate more income and employment.

CHAIRMAN (Mr. Arvaluk): Mr. Minister.

HON. JOHN POLLARD: I think what the co-operative is doing, Mr. Chairman, is trying to take advantage of markets. They move carvings around between their stores in the Northwest Territories. We are certainly prepared to sit down with Mr. Bernhardt and look at ways to enhance carving or the making of crafts in his particular community, and we will be glad to do it. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Arvaluk): Thank you. Recognizing that the time is 2:00 o'clock, I will rise to report progress. Thank you. Before I rise, I would like to thank the Minister and Mr. Kennedy and Mr. Noseworthy, deputy minister. Thank you.

Page 326

ITEM 19: REPORT OF COMMITTEE OF THE WHOLE

MR. SPEAKER: Item 19, report of the committee of the whole. Mr. Chairman.

MR. ARVALUK: Mr. Speaker, your committee has been considering Bill 14 and Committee Report 3-12(2) and wishes to report progress, with five motions being adopted. Mr. Speaker, I move that the report of the chairman of the committee of the whole be concurred with.

MR. SPEAKER: Seconder to the motion? Mrs. Marie-Jewell seconding the motion. The motion is in order. All those in favour of the motion? Opposed? The motion is carried.

---Carried

Item 20, third reading of bills. Item 21, orders of the day. Mr. Clerk.

CLERK OF THE HOUSE: Mr. Speaker, a meeting of the special committee on constitutional reform in the caucus room after adjournment. There will also be a meeting of the Nunavut caucus in the caucus room after adjournment. Meetings for Monday: at 8:30 a.m. of the standing committee on finance; at 10:30 a.m. of the ordinary Members' caucus; and at 12:00 noon of the Management and Services Board.

ITEM 21: ORDERS OF THE DAY

Orders of the day for Monday, March 9, 1992.

1. Prayer
2. Ministers' Statements
3. Members' Statements
4. Returns to Oral Questions
5. Oral Questions
6. Written Questions
7. Returns to Written Questions
8. Replies to Opening Address
9. Petitions
10. Reports of Standing and Special Committees
11. Reports of Committees on the Review of Bills
12. Tabling of Documents
13. Notices of Motions
14. Notices of Motions for First Reading of Bills
15. Motions
16. First Reading of Bills: Bills 19, 22 and 23
17. Second Reading of Bills: Bills 20 and 21
18. Consideration in Committee of the Whole of Bills and Other Matters: Tabled Documents 9-12(2), 10-12(2) and 12-12(2); Bill 14; Committee Report 3-12(2); Motion 6- 12(2)
19. Report of Committee of the Whole
20. Third Reading of Bills
21. Orders of the Day

MR. SPEAKER: Thank you, Mr. Clerk. This House stands adjourned until 1:30 p.m. Monday, March 9, 1992.

---ADJOURNMENT