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The Honourable Michael A. Ballantyne, Speaker

MEMBERS PRESENT

Mr. Antoine, Mr. Arngna'naaq, Hon. James Arvaluk, Hon. Nellie Cournoyea, Mr. Dent, Mr. Gargan, Hon. Stephen Kakfwi, Mr. Koe, Mr. Lewis, Mrs. Marie-Jewell, Ms. Mike, Mr. Ningark, Hon. Dennis Patterson, Hon. John Pollard, Mr. Pudluk, Mr. Todd, Hon. Tony Whitford, Mr. Zoe

ITEM 1: PRAYER

---Prayer

SPEAKER (Mr. Pudluk):

I would like to call this House to order. Item 2, Ministers' Statements. Madam Premier.

ITEM 2: MINISTERS' STATEMENTS

Minister's Statement 8-12(3): Minister's Absence From The House

HON. NELLIE COURNOYEA:

Mr. Speaker, the Honourable Don Morin will be absent from the House today and tomorrow. As you are aware, he will be attending meetings with the federal Minister of Housing. Thank you.

---Applause

MR. SPEAKER:

Thank you. Item 2, Ministers' Statements. Mr. Arvaluk.

Minister's Statement 9-12(3): Visit of Dr. Roberta Bondar

HON. JAMES ARVALUK:

Thank you, Mr. Speaker. Last year the employment division of the Department of Education, Culture and Employment Program held a conference called "Discovering Choices" to encourage an interest in math and science among young women. Workshops included archaeology, garden design, dieting and fitness, wildlife, carpentry and architecture.

The conference was a success, and the participants enjoyed themselves a great deal. This year's conference, which is being held today, holds an added attraction: the guest speaker is Dr. Roberta Bondar, Canada's only female astronaut. With a long

list of accomplishments in science, Dr. Bondar is an excellent role model for the participants. She has earned a doctorate in neurobiology and a doctor of medicine degree. She was selected as one of six Canadian astronauts in 1983. In January of this year, she flew on the space shuttle "Discovery", where she performed more than forty experiments.

Dr. Bondar will have a great deal to share with the conference participants. I am sure the young women will be interested in learning about the challenges she has faced as a woman pursuing a career in science. For instance, a high school guidance counsellor once asked Dr. Bondar's mother to discourage her from taking math and science because he did not think she could succeed. Fortunately, Dr. Bondar's family supported her decision to continue. During the years she spent as a university student, she also benefitted from the encouragement of a number of women scientists.

I feel that with the proper support, many young women now in the N.W.T. education system can also find interesting and fulfilling careers in science and technology.

Dr. Bondar's trip to the N.W.T. includes Fort Smith and Iqaluit, so students in those communities can also benefit from hearing about her experiences.

Mr. Speaker, as you know, Dr. Bondar will be make a presentation to the Legislative Assembly during coffee break this afternoon. I am sure we all look forward to meeting her, and making her feel welcome in the Northwest Territories. Thank you.

---Applause

MR. SPEAKER:

Item 2, Ministers' Statements. Item 3, Members' Statements. Mr. Ningark.

ITEM 3: MEMBERS' STATEMENTS

Member's Statement On Social Assistance Recipients

MR. NINGARK:

(Translation) Thank you, Mr. Speaker. Mr. Speaker, I stand today to emphasize the situation of people who go through the Social Assistance Program. I have been told by my constituency that there will be no more meetings. We cannot ignore the things we are supposed to do. The knowledge of those who are on social assistance can be to the government's

advantage. They can make the government aware of what they know. The government can in turn explain the funding to the recipients. This has been a grave concern to people. Thank you, Mr. Speaker.

MR. SPEAKER:

Thank you. Mr. Lewis.

Member's Statement On The Ethics Of The Press

MR. LEWIS:

Mr. Speaker, yesterday I was going to make a Member's statement about the media. I got carried away on the discussion on wildlife. Today I will just make a few comments about different editorials which have appeared over the last while.

I cannot claim to be a professional journalist, Mr. Speaker, but I have worked in that field. What I always remember about it, is a crusty old man telling me to go out and get the facts. We do not want your opinion, you are 20 years old, just get the facts and let other people make their opinion on the basis of what you write down. Also, you are not going to be a Shakespeare or a Mark Twain. You are not supposed to be creative, you are supposed to tell it the way it is, dig deep, so that when you write it down, you are writing the truth.

Mr. Speaker, from time to time over the past several years, I have seen all kinds of mistakes and I understand the problems associated with trying to get a newspaper out, and to meet deadlines. Sometimes you get the impression that when the editor tells the reporter to go out and get the stuff, it then becomes the editor's job to sort out the wheat from the chaff. Unfortunately, they decide from time to time to print the chaff

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instead of the wheat. That poses a real problem for many of us.

However, the press has a very important job to do and we should not underestimate it. It is very important that we do have a Member that stands up on a Point of Privilege and says "why did you not speak to me about this?" Get the real story, go to the source, get your information, check it once, check it twice, check it three times if you have to, but get it right. The more you do this, the more people pay attention to you.

For example, when I am told of the massive amount of money that I make in this business, I just laugh, because no one has ever gone to the Clerk and asked him how much money I make to do this job. However, you are quite in order. If you want to go and ask Mr. Hamilton exactly how much money I make, I can tell you, to quote another very famous creative person, " it is grossly exaggerated, the amount ...

MR. SPEAKER:

Mr. Lewis, your time has lapsed.

MR. LEWIS:

I seek unanimous consent to conclude my statement.

MR. SPEAKER:

The Member is seeking unanimous consent to conclude. Are there any nays? There are no nays, please proceed, Mr. Lewis.

MR. LEWIS:

Mr. Speaker, I am prepared to accept all the slings and arrows which are thrown my way in conducting the business which I was elected to do. I believe that politicians know that from the beginning of time they have been targets because in this business you have about as much independence as a man who is in jail. That is the kind of independence you have. You are captive. You are pulled this way and that way. You are asked to make difficult choices and difficult decisions.

However, knowing that we are all human beings and we all have weaknesses, I believe that it is very important that the press do the job that they are supposed to do, which is to report to the public so the people can make up their own mind. I know that Mr. Sigvaldason is a member of Press Council of Alberta and is proud of it. I know that it is open to every journalist to become a member of the National Association of Journalism which is bound by a code of ethics. I wonder how many members of this press have actually taken out a membership with the association and agreed to be bound by the code of ethics, which in fact dictates how you should go about your business?

I challenge the press to join up and see what the code of ethics is really all about. Thank you.

---Applause

MR. SPEAKER:

Thank you. Item 3, Members' Statements. Mr. Koe.

Member's Statement On Native Women's Training Centre In Inuvik

MR. KOE:

Thank you, Mr. Speaker. I would like to make a statement today about the Native Women's Training Centre in Inuvik. This centre has been active in the community of Inuvik for almost a decade and has an excellent record of students completing their studies. Students completing the program at this centre have gone on to permanent job placements, apprenticeship programs, and further education at the college level.

There is a real demand for basic adult education programs in the north and particularly in the western Arctic. This demand is for programs which meet the needs of the whole person and the Native Women's Training Centre is doing its best to address this need. For the 1992-93 program year the Native Women's Training Centre in Inuvik is delivering a multi-faceted program which accommodates 16 full-time students and 2 part-time volunteer students. The program is open to all adults over the age of 17 and is comprised of four components: life skills, academic upgrading, basic job readiness, and job placements.

The Life Skills Program offers students alternative methods of communication and different ways of coping with day-to-day living. The core of the academic program is English literacy and strong emphasis on reading, writing and mathematical skills. The centre strongly believes that all learning must be relevant to the learner, and as a result the students utilize writing to recount personal experiences and attempt a variety of writing formats, as well as some projects involving going out into the community to research issues of importance to the students. This year, with the assistance of students, aboriginal languages are being incorporated into the language program. Students who speak an aboriginal language bring in new vocabulary for other students. Future projects will involve publishing stories in English, in Inuvialuqtun and Gwich'in. Mr. Speaker, I seek unanimous consent to continue.

MR. SPEAKER:

The Member is seeking unanimous consent to continue his statement. Is that agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

MR. SPEAKER:

Proceed, Mr. Koe.

MR. KOE:

Mahsi. Whenever appropriate students take part in courses offered within the community. This past month three students successfully completed a two week training course at Arctic College for teachers of aboriginal languages, and another student is considering a Firearm Safety Program offered through Renewable Resources and Arctic College. I would like commend the Native Women's Training Centre for making the effort to work in collaboration with other training institutions and agencies, and I also commend Local Pathway Sports for providing funding to this program in the community, Mahsi Cho.

MR. SPEAKER:

Thank you. Item 3, Members' Statements. Item 4, Returns to Oral Questions. Madam Premier.

ITEM 4: RETURNS TO ORAL QUESTIONS

Further Return To Question 79-12(3): Location Of Replacement Traps

HON. NELLIE COURNOYEA:

Mr. Speaker, I have a return to an oral question asked by Mr. Richard Nerysoo on November 24 of the Honourable Titus Allooosoo, Minister of Renewable Resources, and the reply is regarding the location of the replacement traps. Mr. Speaker, the Department of Renewable Resources regrets any misunderstandings that lead trappers to believe that replacement traps were no longer available. On Sunday, November 22, additional traps were provided to Arctic Red River. All regional staff have been advised to notify their supervisors if trap stocks are low, so they can be resupplied. The department is monitoring this daily and will respond on an urgent priority basis. Thank you.

MR. SPEAKER:

Thank you. Item 4, Returns to Oral questions. Item 5, Oral Questions. Member for Thebacha.

ITEM 5: ORAL QUESTIONS

Question 86-12(3): Honorariums For Board Of Inquiry Members

MRS. MARIE-JEWELL:

Thank you, Mr. Speaker, I have a question for the Minister of Health. Mr. Speaker, yesterday the Minister of Health tabled in this House a copy of the letter from Dr. Earle Covert sent to him. I would like to ask the Minister, under the Medical Profession Act, do the members of the Board of Inquiry receive an honorarium?

MR. SPEAKER:

Mr. Patterson.

HON. DENNIS PATTERSON:

Mr. Speaker, Dr. Covert's letter indicates that he has not ever received payment for fulfilling his duties as president of the Board of Inquiry. So I can answer from that the president does not receive an honorarium. I do not know whether any other members of the board receive any payment other than expenses, I will have to take that question as notice. Dr. Covert has stated that he has never been paid anything while he served in that capacity. Thank you.

MR. SPEAKER:

Are you taking that question as notice? Item 5, Oral Questions. Mr. Antoine.

Question 87-12(3): National Transportation Strategy Funding

MR. ANTOINE:

Mahsi, Mr. Speaker. My question is for the Minister of Finance in regard to the national transportation strategy funding. Mr. Speaker, I would like to ask the Minister of Finance if the funding that the federal government has announced which is up to \$25 billion dollars for national transportation or highway strategy, is for real or is an election ploy, since the federal government is going to have an election within the next ten to 12 months? I was wondering if this is real funding or if it is some ploy for the election? Thank you.

MR. SPEAKER:

This question is for the Minister of Finance if he wants to answer, although the Minister of Finance has no control on the federal government's budgets. Would you like to answer any of those questions, Mr. Pollard?

Return To Question 87-12(3): National Transportation Strategy Funding

MR. POLLARD:

Mr. Speaker, I do not know if the federal government has that amount of money at its disposal, but I would guess not, from what they are saying about their deficit position. There is no question that number has been talked about, it has been in the papers and in the television news reports. I think it is speculation by people who believe that the federal government is going to announce something, so I cannot say whether they have the money or not. At the present time, we believe there is no solid program that the federal government is prepared to go with, and perhaps when Mr. Mazankowski makes his statement on December 2, we may have some clearer indications from them. I said yesterday, there was a proposal to the Minister of Transport with regard to cost-sharing or formula funding from the federal government and that has not, at the present time, gone anywhere, Mr. Speaker. Thank you.

MR. SPEAKER:

Thank you. Item 5, Oral questions. Mr. Ningark.

Question 88-12(3): Funding Of Social Services Appeal Committees

MR. NINGARK:

Thank you, Mr. Speaker. My question is directed to the Minister responsible for Social Services and I will be frank and direct. Mr. Speaker, I wonder when the Minister will fund the gathering of all the Social Services Appeal Committees within the region of Kitikmeot, which have not had the opportunity to meet for the last few years. I would like to know when the Minister will be able to fund such a gathering? Thank you.

MR. SPEAKER:

Thank you, Mr. Patterson.

MR. PATTERSON:

Mr. Speaker, that concern has not come to my attention, but I would be happy to look into it as the Member suggests. Thank you.

MR. SPEAKER:

Thank you. Item 5, Oral Questions, Member for Thebacha.

Question 89-12(3): Justify Re-appointment Of Board Of Inquiry President

MRS. MARIE-JEWELL:

Thank you, Mr. Speaker. I have a question for the Minister of Health. Mr. Speaker, yesterday the Minister of Health tabled the letter from Dr. Covert and, Mr. Speaker, after reading the letter, quite frankly I was appalled. I recognize, Mr. Speaker, this particular professional is currently undergoing a malpractice suit and is not guilty until proven guilty. However, Mr. Speaker, I believe the Minister missed the whole point of my concern and probably the concern of my colleague from the Mackenzie Delta.

The Board of Inquiry has significant authority over a medical professional's licence and the board may decide to suspend or revoke a physician's licence, in which case their ruling can only be appealed by the Supreme Court. So I would like to ask the Minister, how can the Minister justify to this House the re-appointment of the president of the Board of Inquiry, Dr. Covert, while he is currently defending himself against a malpractice suit?

MR. SPEAKER:

Thank you. Mr. Patterson.

Return To Question 89-12(3): Justify Re-appointment Of Board Of Inquiry President

HON. DENNIS PATTERSON:

Mr. Speaker, Dr. Covert was re-appointed as president of the Board of Inquiry by me this fall, long before the issue of this civil litigation came to my attention or was reported to the public. So it was something I did not even know about when the re-appointment was made. So that is how I can justify re-appointing Dr. Covert. I did not even know about this issue, nor was it in the public domain when the re-appointment was made, which I believe was in August.

MR. SPEAKER:

Thank you, Supplementary, Member from Thebacha.

Supplementary To Question 89-12(3): Justify Re-appointment of Board Of Inquiry President

MRS. MARIE-JEWELL:

Mr. Speaker, the Minister has indicated that the re-appointment happened some time this fall, according to the letter that he sent to Dr. Covert. I believe it happened September 2, which he clarified last week. From my understanding, the litigation was going on for years. The point I am trying to make is that recognizing the authority that this Board of Inquiry has on any physician's licence in the Northwest Territories, in their ruling, how can he justify to this

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House, a re-appointment of the president of the Board of Inquiry?

MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 89-12(3): Justify Re-appointment Of Board Of Inquiry President

HON. DENNIS PATTERSON:

Mr. Speaker, I recognize the Member is concerned about the inquiry which has been initiated with respect to a physician who is her constituent. Mr. Speaker, Dr. Covert has stepped aside from sitting on this particular inquiry. He will have no involvement in the matter which is of concern to the Member. He has, therefore, for reasons he outlined in the House, taken away any cause for concern or criticism or the appearance of bias on the part of the honourable Member. So, Mr. Speaker, with the greatest of respect to the honourable Member, the problem has been solved. Dr. Covert has stepped aside from this hearing and I do not know what the Member is asking me to justify. It has been fixed up, I would have thought, to the Member's satisfaction. Thank you.

MR. SPEAKER:

Thank you, Member from Thebacha.

Supplementary To Question 89-12(3): Justify Re-appointment Of Board Of Inquiry President

MRS. MARIE-JEWELL:

Thank you, Mr. Speaker. I have a supplementary. Mr. Speaker, throughout my questioning, I never did mention Dr. Viswalingam, my constituent, and I did not mention him during this line of questioning mainly because I was trying to raise a point with the Minister which, obviously, he has not taken into account. He does not seem to understand.

I tried to raise a point to the Minister that a physician who is currently in a position of authority, is also currently defending himself in a malpractice suit.

I want to know why the Minister is only allowing him to step aside from the Viswalingam case and is not requesting his resignation as the president of the Board of Inquiry under this Medical Profession Act that he appointed him to or, at the very least, removing him from the board until his lawsuit is completed. Thank you.

MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 89-12(3): Justify Re-appointment Of Board Of Inquiry President

MR. PATTERSON:

Thank you, Mr. Speaker. First of all, perhaps I should explain that I am not allowing Dr. Covert to do anything. I reported to the House that he had advised me that he is stepping aside from duties with respect to the medical Board of Inquiry that was initiated. So I have simply noted and reported to the Assembly that action.

Mr. Speaker, I think the Member is suggesting that further action should be taken. I only need to point out that there is no requirement in our laws or, indeed, in the laws of any other jurisdiction in Canada, that a physician sitting on a board of inquiry shall not be subject to any civil litigation. That is not a requirement of the laws of the Northwest Territories. So, as far as the law is concerned, Mr. Speaker, there is no reason why Dr. Covert should not hold that office. He is not disqualified under the law. So, that is why I have not taken the action the Member suggested. There would be no basis in law for doing that. Thank you, Mr. Speaker.

MR. SPEAKER:

Thank you. Final supplementary, Member from Thebacha.

Supplementary To Question 89-12(3): Justify Re-appointment Of Board Of Inquiry President

MRS. MARIE-JEWELL:

Mr. Speaker, I just want to quote on my final supplementary, from the Medical Profession Act, under section 36. I quote, "the Board of Inquiry shall conduct its proceedings in accordance with the rules of natural justice." I wonder where the natural justice is being done? However, Mr. Speaker, I would like to ask the Minister, recognizing that the Board of Inquiry should be unbiased or, at the very least, its appearance should be unbiased, does the Minister not feel he is placing the board's integrity in jeopardy when it has such authority over any physician's licence in the Northwest Territories? Thank you.

MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 89-12(3): Justify Re-appointment Of Board Of Inquiry President

HON. DENNIS PATTERSON:

Mr. Speaker, I would be concerned about the integrity of the Board of Inquiry set up under the Medical Profession Act, if M.L.A.s in this Legislature raised questions about the qualifications of persons to serve on the inquiry, based on factors that are not set out in the Medical Profession Act, could be used to remove duly appointed persons from those quasi-judicial functions? I would be concerned about the integrity of the Board of Inquiry if its operations in any way became politicized, Mr. Speaker.

If the law is being met and if the Members of this board, or any other quasi-judicial board, meet the requirements of the law, Mr. Speaker, we need not go any further and question the qualifications or their standing. That would be an attack on the integrity and independence of such a board, Mr. Speaker.

MR. SPEAKER:

Thank you. Item 5, Oral Questions. New question, Member for Thebacha.

Question 90-12(3): Justice Of Board Of Inquiry Process

MRS. MARIE-JEWELL:

Mr. Speaker, I have a new question for the Minister of Health. Mr. Speaker, the Minister for Health should be concerned about the Medical Profession Act that he should be conducting himself under, as the Minister. He is responsible to ensure this act is fulfilled.

Mr. Speaker, I would like to ask the Minister, how can he say to the public that justice is being done to this process of the Board of Inquiry, when he is allowing a physician who has a malpractice suit against him to be able to be appointed to that board?

MR. SPEAKER:

The way I heard it, this question is still related to the previous questioning and three supplementaries. At this time I will allow Mr. Patterson to reply. Mr. Patterson.

Return To Question 90-12(3): Justice Of Board Of Inquiry Process

HON. DENNIS PATTERSON:

Mr. Speaker, I think the honourable Member said it herself earlier. Under our system of law with regard to criminal charges, there is the presumption of innocence. This means that one is presumed innocent until proven guilty. I would suggest the same, Mr. Speaker, with regard to civil litigation. The Member is presuming the end result in questioning the qualifications of a physician who is subject to a lawsuit.

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Mr. Speaker, I am told that doctors with significant practices extending over periods of years, and in Dr. Covert's case it has been 10 or 15 years, as a matter of course are involved in litigation with patients. This is not at all uncommon in the medical profession. It is an occupational hazard. Medical specialists are routinely involved in five, 10 or 15 lawsuits in a year. They are insured and prepared for that.

Mr. Speaker, for the Member to suggest that one lawsuit means that a physician in the Northwest Territories is guilty of malpractice, and should be seen to be incompetent and therefore incapable of judging his peers, is simply not fair. Doctors are regularly involved in this kind of lawsuit and it is often settled or dealt with in a routine manner. It is improper for the Member to suggest that it reflects on the competence of that physician to serve the public in the medical Board of Inquiry.

I reject the imputation of guilt and incompetence which the Member is suggesting, especially since the litigation has only been commenced and has not been concluded. Thank you, Mr. Speaker.

MR. SPEAKER:

Item 5, Oral Questions. Member for Thebacha.

Supplementary To Question 90-12(3): Justice Of Board Of Inquiry Process

MRS. MARIE-JEWELL:

Mr. Speaker, I would like to ask the Minister how he expects the public to have confidence in the Medical Profession Act regarding the professional peer reviews ability of this particular president, and of the process, when he is willing to allow his decision on appointment to stay in effect?

MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 90-12(3): Justice Of Board Of Inquiry Process

HON. DENNIS PATTERSON:

Mr. Speaker, Dr. Covert is qualified, according to the laws of this Legislature, and the Medical Profession Act, to sit as the president of the Board of Inquiry. If I were to arbitrarily decide because of questions in this Legislature that he was somehow unfit, Mr. Speaker, it would be extremely difficult to find another physician in the Northwest Territories who would be willing to serve in such an atmosphere of politicization of the quasi-judicial process. Secondly, I think we would have to scrutinize anyone else who was asked to serve whether or not there was any litigation past or pending which might be a bar to him serving or continue to serve. In effect, Mr. Speaker, I think it would go to the very ability of the Medical Profession Act to establish medical boards of inquiries.

This kind of a precedent would make it impossible for us to establish a board of inquiry, at least with physicians from the Northwest Territories, Mr. Speaker. Thank you.

MR. SPEAKER:

Supplementary, Member for Thebacha.

Supplementary To Question 90-12(3): Justice Of Board Of Inquiry Process

MRS. MARIE-JEWELL:

Supplementary, Mr. Speaker. It is no wonder that people have many questions and concerns about our health care system. Mr. Speaker, will the Minister reconsider his decision of the appointment he made since it was brought to the attention of himself as Minister, that the president of the Board of Inquiry is currently under a medical malpractice suit? Thank you.

MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 90-12(3): Justice Of Board Of Inquiry Process

HON. DENNIS PATTERSON:

I am prepared to reconsider it, Mr. Speaker, thank you.

MR. SPEAKER:

Item 5, Oral Questions. Mr. Gargan.

Question 91-12(3): Economic Development Officer For Fort Providence

MR. GARGAN:

Thank you, Mr. Speaker. I would like to direct my question to the Minister of Economic Development and Tourism. Mr. Speaker, about a year and a half ago there was a position open in Fort Providence for an economic development officer. We have had the person from Hay River working as the economic development officer for some time, but this position has been transferred to Fort Smith. We have had interviews which were not acceptable.

The government has gone further by suggesting that the money for the position be allocated to the community, and the community can decide whom they wish to select. I would like to ask the Minister how soon this allocation will occur in order for the community to get on with their economic future?

MR. SPEAKER:

Thank you. Mr. Pollard.

Return To Question 91-12(3): Economic Development Officer For Fort Providence

HON. JOHN POLLARD:

Mr. Speaker, I think we have been talking to Fort Providence already. I will ensure that it is done immediately. Thank you.

MR. SPEAKER:

Thank you. Supplementary, Mr. Gargan.

Supplementary To Question 91-12(3): Economic Development Officer For Fort Providence

MR. GARGAN:

Mr. Speaker, one of the problems which the community is having with regard to the position is whether or not the PY allocated to the community would work for the territorial government, or would the community be giving direction to the individual once he or she is hired?

MR. SPEAKER:

Thank you. Mr. Pollard.

Further Return To Question 91-12(3): Economic Development Officer For Fort Providence

HON. JOHN POLLARD:

Mr. Speaker, in this kind of situation where the community is contracting with us to deliver services to the community, the community itself would be directing the activities of the person they choose. What we would be asking is that they also fulfil and carry forward any programs that we have for that particular community. The direction would be from the community, Mr. Speaker.

MR. SPEAKER:

Thank you. Item 5, Oral Questions. Mr. Gargan.

Question 92-12(3): Increase For Alcohol And Drug Workers

MR. GARGAN:

I would like to direct my question to the Minister of Social Services. Mr. Speaker, last week the Minister announced in his Minister's Statement an increase to the alcohol and drug workers. Quite frankly, the workers are quite

excited about it. How soon does he anticipate this increase to happen and would it happen before or after Christmas?

MR. SPEAKER:

Mr. Patterson.

Return To Question 92-12(3): Increase For Alcohol And Drug Workers

HON. DENNIS PATTERSON:

Thank you, Mr. Speaker. Mr. Speaker, the increase will depend on the approval of a supplementary estimate by the Legislature. I think the amount is \$750,000. Once that is approved, Mr. Speaker, my department will work as quickly as possible with the groups that are funded under the Alcohol and Drug Program throughout the Northwest Territories to adjust contributions to reflect the increased support to worker's wages. I should explain the proposal is that the increases would be retroactive to April 1 of this fiscal year. Mr. Speaker, if the supp is approved in a timely fashion, we will immediately have the authority to begin reworking those contribution agreements to provide the support. I think the Member is suggesting that it would be nice if it could happen before Christmas and I will endeavour to do so. Thank you.

MR. SPEAKER:

Item 5, Oral Questions. Mr. Gargan.

Question 93-12(3): Tagging Wildlife Upset Elders

MR. GARGAN:

Thank you, Mr. Speaker. My question would be to the Minister of Renewable Resources but since he is not here, I would like to ask the Government Leader. During the last ten years, Mr. Speaker, there have been numerous studies done in my constituency. The bison study is still going on and we have had collars put on lynx. There is even talk of putting collars on moose. Last week, Mr. Speaker, we had a public meeting with the band council and it really disturbs the elders of the community that we allow these things to happen. We allow animals to have these heavy collars on. It really bothers some of the older people that we trap these animals, only to find collars on them. Their position is that those animals have been here for over 30,000 years. Just based on collecting data from trappers, you know where most of

these animals would be caught. There are other ways beside collaring these animals. I would like to ask the Minister whether or not the intention of the department is still to put collars on moose in my area?

MR. SPEAKER:

Madam Premier.

Return To Question 93-12(3): Tagging Wildlife Upsets Elders

HON. NELLIE COURNOYEA:

Mr. Speaker, on the matter of gathering information on wildlife habitat, I believe that the question is not concerning reason or necessity to have that information and as much detailed information as possible, but more towards a method of how we are retrieving the information as it relates to the use of tracking collars. It is not my understanding that there is going to be a change. I know there is a limited use of collars for the purpose of tracking wildlife. However, I know in other areas there is quite a bit of interaction between aboriginal people, traditional knowledge and scientists. What I would do is relay the concern of the honourable Member to the Minister of Renewable Resources and have a report of what the future plans are in using tracking collars on moose. I would also suggest that perhaps if the honourable Member's area is not as inclined to coordinate activities between traditional knowledge and clinical scientists' knowledge, I will ask the Minister to deal with the honourable Member to see what can be done. Thank you.

MR. SPEAKER:

Thank you. Item 5, Oral Questions. Mr. Gargan.

Supplementary To Question 93-12(3): Tagging Wildlife Upsets Elders

MR. GARGAN:

Thank you, Mr. Speaker. The main concern with regard to the hunters, trappers and elders of the community is that it is not necessary to burden animals with equipment that is not part of their nature or habitat. It really bothers the elders that we allow things like that to happen. As a politician, even I cannot understand why we should be doing that.

One other thing I was also told, Mr. Speaker, from the meeting was that animals were being tranquillized and in some cases -- I do not know whether they died

of shock or overdosage -- the bison that were tranquillized died. I would like to ask the Minister whether or not she will look into those cases and find out why those animals have died. If it is because of an overdose, I think people should know about it.

MR. SPEAKER:

Thank you. Madam Premier.

Further Return To Question 93-12(3): Tagging Wildlife Upsets Elders

HON. NELLIE COURNOYEA:

Mr. Speaker, I will incorporate that further concern to the question to the Minister of Renewable Resources and to the department in his absence. Thank you.

MR. SPEAKER:

Thank you. Item 5, Oral Questions. Member for Thebacha.

Question 94-12(3): Completion Of Power Line Study

MRS. MARIE-JEWELL:

Thank you, Mr. Speaker. I have a question for the Minister responsible for Energy, Mines and Petroleum Resources. It is in respect to N.W.T.P.C. Mr. Speaker, at some point in time the Minister did indicate that they were taking a study, or they completed their study, on bringing a power line around the lake and did not deem it to be feasible. They were considering possibly a cable line straight across the lake for the excess power that has been generated from Taltson as a result of the closure of Pine Point. Can the Minister indicate to me whether or not the study has been completed? Thank you.

MR. SPEAKER:

Thank you. Madam Premier.

Return To Question 94-12(3): Completion of Power Line Study

HON. NELLIE COURNOYEA:

Mr. Speaker, the honourable Member is quite correct in saying that there have been two considerations in terms of using the excess power from Fort Smith. Both proposals have been brought forward and both are to do with the amount that it would cost. It really did not equate very well in terms of allowing power to

be delivered at a less expensive rate. As a result, both studies have shown the cost of bringing power around the lake or across the lake is excessive. Therefore, the Northwest Territories Power Corporation will be pursuing, with the Town of Fort Smith, other uses of that excess power such as electrical heating or other uses rather than having the power waste away. Thank you.

MR. SPEAKER:

Thank you. Supplementary, Mrs. Marie-Jewell.

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Supplementary To Question 94-12(3): Completion Of Power Line Study

MRS. MARIE-JEWELL:

Supplementary, Mr. Speaker. In Fort Smith there are many different institutions that are owned by the government. So is the Minister indicating that the government will consider the current buildings to be converted to another form of heating system such as electrical heat? Thank you.

MR. SPEAKER:

Madam Premier.

Further Return To Question 94-12(3): Completion Of Power Line Study

HON. NELLIE COURNOYEA:

Mr. Speaker, that is the intention.

MR. SPEAKER:

Thank you. Supplementary, Member for Thebacha.

Supplementary To Question 94-12(3): Completion Of Power Line Study

MRS. MARIE-JEWELL:

Thank you, Mr. Speaker. Would the Minister be able to indicate when they will be making their final decision in regard to this issue of what they will do with this excess power that is available in Fort Smith from the Taltson hydro system? Thank you.

MR. SPEAKER:

Madam Premier.

HON. NELLIE COURNOYEA:

Mr. Speaker, I will take that as notice. I know that we have put a time frame on it, but I cannot exactly say what that time frame is. I will get back to the honourable Member as soon as I can.

MR. SPEAKER:

The question has been taken as notice. Item 5, Oral Questions. Mr. Todd.

Question 95-12(3): W.C.B. Administrative Budget Increases

MR. TODD:

Thank you, Mr. Speaker. My question is for the Minister responsible for the Workers' Compensation Board. The Minister knows, as it has been discussed for the last two or three days, about the average 12 per cent increase in employers' assessment rates and the imposition of approximately 24 to 25 per cent for certain northern industries. He knows that it will have a significant impact on the private sector and, indeed, our entire economy. Mr. Speaker, can the Minister inform this House whether or not he has been assured by the board that there will be no increases in their administrative budget and no increases in their PYs for the 1993-94 fiscal year?

MR. SPEAKER:

Thank you. Mr. Patterson.

Return To Question 95-12(3): W.C.B. Administrative Budget Increases

HON. DENNIS PATTERSON:

Thank you, Mr. Speaker. Mr. Speaker, no I cannot provide that assurance.

MR. SPEAKER:

Thank you. Supplementary, Mr. Todd.

Supplementary To Question 95-12(3): W.C.B. Administrative Budget Increases

MR. TODD:

Can the Minister indicate to us then what the additional administrative costs are going to be, what additional PYs are required for the Workers' Compensation Board and what they intend to do?

MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 95-12(3): W.C.B. Administrative Budget Increases

HON. DENNIS PATTERSON:

Mr. Speaker, I have not yet received the budget for the coming fiscal year from the Workers' Compensation Board. I am told that there is about a six per cent increase in the budget which will be tabled in the House. I think part of the increase costs are for increased activities that the board is planning in the safety education awareness field. The board is also, as I mentioned the other day, looking at improving its internal audit capabilities. That is what I know about the proposed budget, Mr. Speaker. Thank you.

MR. SPEAKER:

Thank you. Second supplementary, Mr. Todd.

Supplementary To Question 95-12(3): W.C.B. Administrative Budget Increases

MR. TODD:

Thank you, Mr. Speaker. We already spend \$2.3 million in the safety division; \$800,000 in the mine safety division and \$750,000 on fire safety. How can the Minister justify this duplication of service that the Workers' Compensation Board intends to perform at an additional cost to the employers in these difficult times?

MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 95-12(3): W.C.B. Administrative Budget Increases

HON. DENNIS PATTERSON:

Mr. Speaker, notwithstanding the significant monies that are being spent, which I acknowledge, the reality is that the cost of accidents and the short fall between the costs of dealing with those accidents and the reassessment revenue has meant that the board is in a difficult financial situation and is forced to pass on those increased costs to the users. Mr. Speaker, I think the board's philosophy is that it is only by increasing and monitoring awareness -- and, yes, I

would agree spending more money even than what we are spending now -- that accidents can be cut back in severity and in number so that in future, rates can be reduced and the trend of spiralling rates that we have seen in recent years can be reversed. That is the board's theory, Mr. Speaker. We have to do more in safety awareness and inspection if we are to stop the increased cost of accidents in coming years. That is the only way rates will come down. Thank you.

MR. SPEAKER:

Thank you. Final supplementary, Mr. Todd.

Supplementary To Question 95-12(3): W.C.B.
Administrative Budget Increases

MR. TODD:

Mr. Speaker, some Members of this House believe that the jurisdiction and responsibility lies with the Department of Safety and Public Services, and more importantly, the fiscal responsibility. The government's own Strength At Two Levels report recommended that duplication should be removed within the G.N.W.T. infrastructure. Will the Minister explain to me how we can on the one hand suggest that we not duplicate but on the other hand duplicate with the W.C.B. when it is already the responsibility of Safety and the fiscal responsibility lies with the government's safety division?

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MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 95-12(3): W.C.B.
Administrative Budget Increases

HON. DENNIS PATTERSON:

Mr. Speaker, I am not happy with the situation. I am not pleased that we have this problem as outlined by the Member. I would like to explain, Mr. Speaker, when I took over this responsibility I found that a safety education capacity had been established and was in place in the Workers' Compensation Board. People had been hired and expenses had been incurred to develop support for that safety education program. Since I was faced with a fait accompli, I decided that the best way to deal with that situation, rather than undoing what had been done and wasting money that had already been spent, would be to get

the Department of Safety and Public Services and the Workers' Compensation Board and require them to work in a cooperative fashion.

At the time, I was Minister of both departments, and it was possible to insist that cooperation be the watch word. Mr. Speaker, I believe the two functions are being carried out now in a cooperative manner: one is inspection and monitoring of safety practices; the other is awareness and education. They are related. They are complementary. There is not competition and I am satisfied that, in that sense, Mr. Speaker, the public is getting value for its money.

I recognize the A.B.C. Committee has recommended the matter be looked at, that it be considered in the context of legislative review and I think it should be reviewed. For the time being, Mr. Speaker, I think we have a working relationship that is cooperative and satisfactory and not necessarily duplicating or wasting money by duplications. Thank you.

MR. SPEAKER:

Oral Questions. Mr. Gargan.

Question 96-12(3): Announcements Of Gun Laws In
Aboriginal Languages

MR. GARGAN:

Thank you, Mr. Speaker. I would like to direct my question to the Government Leader. Mr. Speaker, all this month, I have been listening between programs to an announcement on the new gun law that is going to be applied across Canada. This month, until Monday anyway, there is an amnesty on the kind of guns that should be allowed to have permits. Not that we have a lot of Inuit or Dene people who have these point shot/clip automatics. I have not heard any announcement on this amnesty in any aboriginal language, Inuktitut or Dene. I would like to ask if most of the communities are quite informed about this new gun law, about the type of rifles, the kind of ammunition and the amount of ammunition that you can carry?

MR. SPEAKER:

Thank you. Madam Premier.

Return To Question 96-12(3): Announcements Of
Gun Laws In Aboriginal Languages

HON. NELLIE COURNOYEA:

Mr. Speaker, I will make sure that the information that is surely getting out in English is stepped up in the aboriginal languages so that everyone has the same amount of information. Mr. Speaker, I know that even I am waiting for a few minutes so I can get a briefing on what I can be allowed to keep as well. I know that we are behind in getting that information out, but we will step it up as quickly as possible.

MR. SPEAKER:

Thank you. Item 5, Oral Questions. Mr. Todd.

Question 97-12(3): Work Duplicated By W.C.B.

MR. TODD:

I have a question for the Minister responsible for the Workers' Compensation Board. Am I not correct that in the earlier briefing this afternoon, the Chairman of the Workers' Compensation Board said that the additional PYs and the six per cent increase in administration would relate to worker safety education and also related to work place audits? Is that not a duplication of work that is currently being formed by the Safety Division? Yes or no?

MR. SPEAKER:

Mr. Patterson.

Return To Question 97-12(3): Work Duplicated By W.C.B.

HON. DENNIS PATTERSON:

Mr. Speaker, as I understand it, the work place audit function proposed by the board with regard to its new and enhanced safety program, would be directed to safety education resources and safety awareness compliance in the work place. In other words, it would be toward the education function rather than toward compliance with the legislative mandate of the Department of Safety and Public Services. So, to that extent, Mr. Speaker, it would not duplicate the legislative mandate of the Department of Safety and Public Services. Thank you.

MR. SPEAKER:

Thank you. Item 5, Oral Questions. Supplementary, Mr. Todd.

Supplementary To Question 97-12(3): Work Duplicated By W.C.B.

MR. TODD:

I wonder if the Minister can enlighten me on what a work place audit is?

MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 97-12(3): Work Duplicated By W.C.B.

HON. DENNIS PATTERSON:

Mr. Speaker, the work place audit would look at deficiencies in the Occupational Health and Safety Programs of the employer and it could lead to additional assessment under section 63 subsection 1.5 of the Workers' Compensation Act. It is the kind of audit that could lead to what is called "penalty assessment" or "super assessment". Thank you.

MR. SPEAKER:

Thank you. Final supplementary, Mr. Todd.

Supplementary To Question 97-12(3): Work Duplicated By W.C.B.

MR. TODD:

Is it the intention of the department to travel and do safety inspections or safety audits within a certain jurisdiction that the Workers' Compensation Board covers? Do they intend to travel and go to the work place to determine the audit that you have so eloquently explained to us?

MR. SPEAKER:

Mr. Patterson.

Further Return To Question 97-12(3): Work Duplicated By W.C.B.

HON. DENNIS PATTERSON:

Mr. Speaker, yes. Thank you.

MR. SPEAKER:

Thank you. Item 5, Oral Questions. Member for Thebacha.

Question 98-12(3): Annual Report Of Child Welfare Superintendent

MRS. MARIE-JEWELL:

Thank you, Mr. Speaker. I have a question for the Minister of Social Services. Mr. Speaker, section three of the Child Welfare Act requires a superintendent of child welfare to prepare and submit an annual report to the Minister. I do not know if the Minister is aware, but he will be aware after I let him know, that the last time a report was tabled in this House was July 16, 1991 which was well over 16 months ago. I am not too sure if the Minister has received the report from the superintendent of child welfare and has decided not to release it, or if the Minister has failed to direct his officials to carry out this important task. Therefore, my question to the Minister is, where is the annual report of the superintendent of child welfare? Thank you.

MR. SPEAKER:

Mr. Patterson.

HON. DENNIS PATTERSON:

I will take the question as notice, Mr. Speaker. Thank you.

MR. SPEAKER:

The Minister has taken that question notice. Item 5, Oral Questions. Mr. Gargan.

Question 99-12(3): Water Quality Monitoring On Mackenzie River

MR. GARGAN:

Thank you, Mr. Speaker. Last week, when I was in Fort Providence for the band council meeting, some of the people were concerned with the quality of fish in the water. There is a Slave River Environmental Quality Monitoring Program. I would like to ask the Minister whether or not any monitoring has been done on the Mackenzie River? Are there any studies being carried out now with regard to whether or not the water is contaminated and is affecting the food chain in the Mackenzie River? Can I ask that to the Government Leader?

MR. SPEAKER:

Madam Premier.

HON. NELLIE COURNOYEA:

Mr. Speaker, I believe there is some water monitoring but I will take the question as notice and provide the Member with an update of what has been done within the last 12 months.

MR. SPEAKER:

Thank you. The Minister is taking the question as notice. Item 5, Oral Questions. Mr. Todd.

Question 100-12(3): Visitation Plan Of W.C.B.

MR. TODD:

I am sorry to keep harping on this issue, but I want to get to the bottom of it. Can the Minister for W.C.B. provide this House with a visitation plan for what the W.C.B. has in place with respect to these work place audits, given that they have projected that there is going to be a six per cent increase in administrative costs? Where do they intend to go? Because they have never gone anywhere as long as I can remember, except Calgary and Toronto.

MR. SPEAKER:

Thank you. Mr. Patterson.

HON. DENNIS PATTERSON:

Mr. Speaker, I do not have that information at hand but I will be happy to approach the board and get the information to the honourable Member as quickly as I can. Thank you.

MR. SPEAKER:

The Minister has taken that question as notice also. Item 5, Oral Questions. Member for Thebacha.

Question 101-12(3): Recommendation That Safety Not Be Transferred

MRS. MARIE-JEWELL:

Mr. Speaker, my question is to the Minister Responsible for the Workers' Compensation Board. I cannot recall the date, but I will check in the Hansard, Mr. Speaker. I recall the Standing Committee on Agencies, Boards and Commissions putting forth a motion in their report to this House, requesting that safety be kept under the Department of Safety and Public Services and not the Workers' Compensation

Board. I would like to ask the Minister why this is not being done? Thank you.

MR. SPEAKER:

Thank you. Mr. Patterson.

Return To Question 101-12(3): Recommendation That Safety Not Be Transferred

HON. DENNIS PATTERSON:

Mr. Speaker, I believe the Member is referring to recommendation 26 of the A.B.C. Committee report which reads that at the present time responsibility for the enforcement of occupational health and safety standards should remain with the Department of Safety and Public Services. Mr. Speaker, that recommendation is in place. The responsibility for enforcement of standards is with the Department of Safety and Public Services and shall remain with the Department of Safety and Public Services.

I do not think that recommendation required any action other than confirming the jurisdiction of that department, which is the present situation. I have no intention nor, I believe, does my colleague the Minister of Safety, have any intention of making changes in that regard. Thank you.

MR. SPEAKER:

Thank you. Supplementary, Member for Thebacha.

Supplementary To Question 101-12(3): Recommendation That Safety Not Be Transferred

MRS. MARIE-JEWELL:

Thank you, Mr. Speaker. If the enforcement is within the Department of Safety and Public Services, why is funding being spent under the Workplace Audit Program which W.C.B. has developed? Thank you.

MR. SPEAKER:

Thank you. Mr. Patterson.

Further Return To Question 101-12(3): Recommendation That Safety Not Be Transferred

HON. DENNIS PATTERSON:

Mr. Speaker, the Workers' Compensation Board has established a Safety Enhancement Program which is focused on safety, education and awareness. That is different from inspection and enforcement of the

Safety Act. I acknowledge that the functions are parallel and similar but, Mr. Speaker, the difference is that one is safety awareness, programs, education and the audit of an employer's performance in that area, while the other is more of a monitoring function in the inspection of workplaces for the violation of the Safety and Occupational Health Acts and enforcement, through charges if necessary, of the provisions in that legislation. The former is being done by the W.C.B. and the latter is being done by the Department of Safety and Public Services and as I have said I have made significant efforts to ensure they work cooperatively in this area. Thank you.

MR. SPEAKER:

Thank you. Item 5, Oral Questions. Supplementary, Member for Thebacha.

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MRS. MARIE-JEWELL:

Thank you, Mr. Speaker. Recognizing that our question period is up, I will continue with our questions tomorrow. Thank you.

MR. SPEAKER:

Question period time has expired. Item 6, Written Questions. Item 7, Returns to Written Questions. Mr. Clerk.

ITEM 7: RETURNS TO WRITTEN QUESTIONS

Return To Written Question 3-12(3): Payments Of Costs And Salaries - Norman Meek

Return To Written Question 4-12(3): Status of Treatment Co-ordinator Position - Trailcross Facility, Fort Smith

CLERK OF THE HOUSE (Mr. Hamilton):

Mr. Speaker, Return to Written Question 3-12(3) asked by Mr. Lewis and replied to by the Minister of Personnel concerning the payment of costs and salary for Norman Meek. Return to Written Question 4-12(3) asked by Mrs. Marie-Jewell and responded to by the Minister of Personnel concerning the status of the treatment coordinator position for the Trailcross facility in Fort Smith.

MR. SPEAKER:

Thank you, Mr. Clerk. Item 7, Returns to Written Questions. Item 8, Replies to Opening Address. Item 9, Replies to Budget Address. Item 10, Petitions. Mr. Ningark.

ITEM 10: PETITIONS

MR. NINGARK:

Thank you, Mr. Speaker. I have a petition, Petition 1-12(3), which contains about 90 signatures from concerned parents of the community of Pelly Bay regarding the grade extension up to grade 10 of the Pelly Bay school. Thank you.

MR. SPEAKER:

Petitions. Item 11, Reports of Standing and Special Committees. Item 12, Reports of Committees on the Review of Bills. Item 13, Tabling of Documents. Mr. Pollard.

ITEM 13: TABLING OF DOCUMENTS

HON. JOHN POLLARD:

Thank you, Mr. Speaker. I wish to table the following document, Tabled Document 14-12(3), "Distribution of Surplus D.E.W. Line Assets, 1992". Thank you, Mr. Speaker.

MR. SPEAKER:

Item 13, Tabling of Documents. Item 14, Notices of Motion. Mr. Lewis.

ITEM 14: NOTICES OF MOTIONS

Motion 3-12(3): Amendment To The Northwest Territories Act To Extend Term of Legislatures

MR. LEWIS:

Mr. Speaker, I give notice that on Friday, November 27, 1992, I will move the following motion. I move, seconded by the honourable Member for Hay River, that this Legislative Assembly adopt and recommend that the Executive Council request the Government of Canada to immediately amend the Northwest Territories Act to extend the term of a Legislative Assembly from four years to a period up to five years. Furthermore, that the amendment also permit the Legislative Assembly to dissolve itself and call a general election at any time within its legislative term.

MR. SPEAKER:

Thank you. Item 14, Notices of Motion. Item 15, Notices of Motions for First Reading of Bills. Mr. Pollard.

ITEM 15: NOTICES OF MOTIONS FOR FIRST READING OF BILLS

Bill 8: Payroll Tax Act

HON. JOHN POLLARD:

Thank you, Mr. Speaker. Mr. Speaker, I give notice that on Friday, November 27, 1992 I shall move that Bill 8, Payroll Tax Act, be read for the first time. Thank you, Mr. Speaker.

MR. SPEAKER:

Item 15, Notices of Motions for First Reading of Bills. Mr. Pollard.

Bill 10: An Act To Amend The Income Tax Act

HON. JOHN POLLARD:

Thank you, Mr. Speaker. Mr. Speaker, I give notice that on Friday, November 27, 1992 I shall move that Bill 10, an Act to Amend the Income Tax Act, be read for the first time. Thank you, Mr. Speaker.

MR. SPEAKER:

Thank you. Item 15, Notices of Motions for First Reading of Bills. Item 16, Motions. Item 17, First Reading of Bills. Mr. Lewis.

ITEM 17: FIRST READING OF BILLS

Bill 9: An Act To Amend The Liquor Act

MR. LEWIS:

Thank you, Mr. Speaker. Mr. Speaker, I move, seconded by the honourable Member from Yellowknife Frame Lake that Bill 9 an Act to Amend the Liquor Act, be read for the first time.

MR. SPEAKER:

Your motion is in order. To the motion.

AN HON. MEMBER:

Question.

MR. SPEAKER:

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Bill 9 has had first reading. On behalf of the Legislative Assembly of the Northwest Territories it is my honour and privilege this afternoon to welcome Dr. Roberta Bondar. Dr. Bondar is Canada's only woman astronaut.

---Applause

Last January she travelled into space aboard the space shuttle Discovery. Later this afternoon Dr. Bondar will present the Legislative Assembly with the territorial flag which she carried into space. Welcome to the gallery.

Item 17, First Reading of Bills. Item 18, Second Reading of Bills. Mr. Lewis.

ITEM 18: SECOND READING OF BILLS

MR. LEWIS:

Mr. Speaker, I move, seconded by the honourable Member for Yellowknife Frame Lake that Bill 9, An Act to Amend the Liquor Act, be read for the second time. Mr. Speaker...

MR. SPEAKER:

Mr. Lewis, you have to ask for unanimous consent for the second reading of Bill 9. Mr. Lewis.

MR. LEWIS:

Thank you for being so vigilant, Mr. Speaker. I seek unanimous consent to proceed with second reading of Bill 9.

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MR. SPEAKER:

The Member is asking for unanimous consent to deal with the second reading of Bill 9. Are there any nays? No nays. Proceed, Mr. Lewis.

Bill 9: An Act To Amend The Liquor Act

MR. LEWIS:

Mr. Speaker, I move, seconded by the honourable Member for Yellowknife Frame Lake that Bill 9, An Act to Amend the Liquor Act, be read for the second time.

Mr. Speaker, this bill would amend the Liquor Act to allow for the establishment of breweries in the Northwest Territories.

MR. SPEAKER:

Your motion is in order. To the principle of the bill.

AN HON. MEMBER:

Question.

CHAIRMAN (Mr. Ningark):

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Bill 9 has now had second reading and accordingly the bill stands referred to a committee. Item 18, Second Reading of Bills. Item 19, Consideration in Committee of the Whole of Bills and Other Matters: Committee Report 1-12(3), Standing Committee on Finance Report on the Review of the 1993-94 Capital Estimates; and Bill 1, Appropriation Act, No. 1, 1993-94 with Mr. Ningark in the Chair.

ITEM 19: CONSIDERATION IN COMMITTEE OF THE WHOLE OF BILLS AND OTHER MATTERS

CHAIRMAN (Mr. Ningark):

Thank you. The committee will now come to order. Yesterday when we concluded in this committee, there was a motion on the floor and we were discussing the budget of the Department of Municipal and Community Affairs. What is the wish of this committee? We will now take a short break and visit with our distinguished guest.

---SHORT BREAK

Bill 1: Appropriation Act, No. 1, 1993-94 And Committee Report 1-12(3): Review Of The 1993-94 Capital Estimates

Department Of Government Services And Public Works

CHAIRMAN (Mr. Ningark):

Thank you. The committee will now come to order. When we concluded yesterday we were on page 08-28 of Government Services and Public Works 1993-94 Capital Estimates. When we concluded there was a motion in the process of being introduced to the

floor. The motion was to delete \$20,000 from page 08-28. I will read the motion.

I move that the 1993-94 Capital Estimates for the Department of Government Services and Public Works, under the activity of publication and production for the project pre-press printing equipment in Yellowknife in the amount of \$20,000 be deleted. We have circulated the motion and it is translated. To the motion. Mr. Antoine.

Publications And Production

Committee Motion 12-12(3): To Adopt Recommendation No. 14

MR. ANTOINE:

I moved that motion. There are no comments on it. Question.

CHAIRMAN (Mr. Ningark):

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Mr. Todd.

MR. TODD:

I wonder if we can proceed to conclude Government Services' capital budget? We would like to put Public Works on hold until Mr. Morin returns. Then we would move onward to Transportation in terms of order of appearance. So we can conclude Government Services and then proceed with Transportation.

CHAIRMAN (Mr. Ningark):

I understand that Government Services and Public Works are in one department now. Mr. Todd, you wish to defer this department? Mr. Todd.

MR. TODD:

Stand by one moment, Mr. Chairman. We have concluded Government Services and Public Works except for petroleum products?

CHAIRMAN (Mr. Ningark):

Thank you, Mr. Todd. My understanding is that we only deleted \$20,000 from page 08-28. We have not dealt with the other activities in that department.

There are only a few more pages. Mr. Todd, please proceed.

MR. TODD:

Out of confusion comes work. What we will do is proceed with the budget where we left off yesterday, Mr. Chairman. I apologize for the confusion.

CHAIRMAN (Mr. Ningark):

Thank you, Mr. Todd. You are suggesting that we continue until we conclude the department.

On page 08-28 of the Capital Estimates, publication and production, equipment and acquisition headquarters, total region is zero, total acquisition of equipment is zero, and total activity is zero.

SOME HON. MEMBERS:

Agreed.

---Agreed

Petroleum Products

CHAIRMAN (Mr. Ningark):

Thank you. Move to page 08-30, petroleum products, buildings and works, total Fort Smith region \$785,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total Baffin region \$1.5 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total Keewatin region \$1.905 million. Agreed?

SOME HON. MEMBERS:

Agreed

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total Kitikmeot region \$2.110 million. Agreed?

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SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Total buildings and works \$6.550 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Equipment acquisition, Fort Smith. Mr. Koe.

MR. KOE:

You did not include the Inuvik region in the past activity.

CHAIRMAN (Mr. Ningark):

Pardon me. Total Inuvik region \$250,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Thank you for reminding me Mr. Koe. Baffin total region \$180,000. Agreed?

SOME HON. MEMBERS:

Agreed

---Agreed

CHAIRMAN (Mr. Ningark):

I am on page 08-31. Equipment acquisition, Fort Smith \$90,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Baffin total region \$180,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Keewatin total region \$90,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Kitikmeot total region \$90,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Total acquisition of equipment \$450,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Total activity \$7 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

On page 08-9, we have to change the figure here. Program summary, total capital expenditures, change the figure from \$12.397 million to \$12.377 million as a result of the motion which was passed. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Is the committee agreed that the budget for the Department of Government Services and Public Works is concluded?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. What is the wish of this committee? Mr. Todd.

MR. TODD:

Thank you, Mr. Chairman. Could we now proceed with the Department of Transportation given that we have not had an opportunity to evaluate the N.W.T. Housing Corporation yet, and also that Mr. Morin is out of the House. I would like us to move forward with Transportation, Mr. Chairman.

CHAIRMAN (Mr. Ningark):

Thank you, Mr. Todd. Do we have the concurrence of this committee that we move to the Department of Transportation?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Mr. Minister, do you have any opening remarks? Mr. Whitford.

Department of Transportation, Introductory Remarks

HON. TONY WHITFORD:

Qujannamiik, Mr. Chairman. Mr. Chairman, and Members of the committee, today I am pleased to bring before you the Department of Transportation's proposed capital budget for 1993-94. The total budget includes expenditures of \$33.7 million. This is a seven per cent reduction of \$2.4 million from the department's revised 1992-93 capital forecast of \$36.1 million.

In the Airports Capital Program the department will bring to completion two multi-year projects and commence a new one. The budget for 1993-94 includes \$1.25 million to finish the new Paulatuk airport and \$600,000 to finish the new airport at Lutsel K'e. The total expenditures over three years on the Paulatuk airport will be \$4.2 million and just over \$2 million at Lutsel K'e.

This budget year will see the start of a \$3 million project, over three years, to re-align and extend the runway at Pelly Bay from 1,370 metres or 4,500 feet, to 1,525 metres or 5,000 feet. The first year of the project in 1993-94 involves an expenditure of \$600,000 to relocate the non-directional beacon, hereafter referred to as the N.D.B., and to build the access road to the site.

The financing for the airport projects at Paulatuk, Lutsel K'e and Pelly Bay comes under the \$16 million airport construction contribution agreement the department negotiated with Transport Canada in 1991.

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The highlight of the Department of Transportation's proposed highway program for 1993-94 is the final preparations for the opening of the Mackenzie highway extension from Fort Simpson to Wrigley in the spring of 1994. The plan for 1993-94 includes expenditures of \$5.3 million. The largest single expenditure is \$4 million for the construction of a bridge across the Willowlake River. The extension needs a final \$1 million for resurfacing prior to its opening to the public. Last summer the department's new ferry, the M.V. Lafferty, began service at Fort Simpson on the Liard River crossing. This freed the M.V. Johnny Berens to move down the river for service at the Camsell Bend crossing. The 1993-94 budget has \$300,000 set aside to prepare the shore infrastructure; landings, haul-out ways as well as the camp accommodations for the crew of the Johnny Berens.

On the Dempster Highway, the 1993-94 budget has \$1 million for the final lift of asphalt on the Inuvik airport road, bringing the road up to its full design strength with a four inch surface of pavement.

Reconstruction is scheduled to continue on Highways No. 1 and 3. Next year's construction program includes \$1 million to pave the remaining 25 kilometres between Enterprise and Fort Providence. The department is working on the reconstruction of Highway No. 3 from both Fort Providence and Edzo. One project north of Fort Providence will reconstruct 20 kilometres of highway for a cost of \$3.6 million. A \$5.3 million expenditure will push the reconstruction 30 kilometres south of Edzo.

With its 1993-94 capital budget, the Department of Transportation will continue its marine program to improve community moorage and landing facilities. This fiscal year will see the completion of the breakwater projects in Broughton Island and Igloodik offering safe moorage and protection to local small crafts. Work will continue on the new breakwater in Gjoa Haven.

The year's budget allocates \$150,000 to the first year of a four year project to build a breakwater in Pangnirtung. As I have already mentioned, the department plans to begin work on the shore infrastructure in Pelly Bay to receive the marine resupply of fuel to the community in 1993. An expenditure of \$175,000 will prepare a sealift landing area and improve the existing landing area for small boats.

I have quickly gone over the Department of Transportation 1993-94 capital program to point out its highlights. I hope the Members of the Legislative Assembly can see in these projects substantial additions in improvements to the base of air, land and marine transportation infrastructure in the Northwest Territories. I also hope the Members will see in these capital allocations, the clear and steady direction for infrastructure development laid out in the transportation strategy.

As Mr. Todd says "so endeth the lesson", and so endeth my opening remarks.

CHAIRMAN (Mr. Ningark):

Thank you, Mr. Minister. In compliance with committee procedures, I will go now to chairman of the Standing Committee on Finance, Mr. Todd.

MR. TODD:

Thank you. Mrs. Marie-Jewell is going to handle this on behalf of the Standing Committee.

CHAIRMAN (Mr. Ningark):

Mrs. Marie-Jewell.

Standing Committee On Finance Comments

MRS. MARIE-JEWELL:

Thank you, Mr. Chairman. Mr. Chairman, the Standing Committee on Finance has recommended the privatization of air terminal buildings, prior to spending \$100,000. The department should consider providing the opportunity to local residents, to build and lease back the shelter to the government. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Ningark):

Thank you, are we sure that concludes the comments from the committee? Thank you.

MRS. MARIE-JEWELL:

I have further comments, Mr. Chairman.

CHAIRMAN (Mr. Ningark):

Proceed, Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

I will do the motions later, Mr. Chairman. Mr. Chairman, the committee has comments with regard to air terminal buildings. The committee is aware that the plan to construct the air terminal building at Igloodik through a lease/build arrangement has generated some interest from other developers seeking similar arrangements. The committee feels that this is an excellent initiative on the part of the Department of Transportation and hopes that the department will solicit more private enterprise to build and own airport facilities as was done in Igloodik and leased back to the government.

In respect, Mr. Chairman, to the Enterprise weigh scale, the committee was informed that the Enterprise weigh scale station yard is too small to accommodate all of the truck traffic required to report for inspection. The building is less than suitable to handle the increased inspection requirements under the National Safety Code. Consideration is being given to

relocating it to a larger site away from Hay River where there is less likelihood of environmental damage resulting from a possible hazardous material spill. There is \$500,000 budgeted in 1995-96 and a further \$1 million in 1996-97 for this task. Mr. Chairman, the committee would like to know if the government can afford this project? Probably not when we cannot afford to provide a group home for handicapped adults who currently have to go to Alberta, for example, once again to reiterate the priorities of the government.

Mr. Chairman, in respect to benefits of transportation projects. During the review of the 1992-93 Capital Estimates the standing committee recommended that Cabinet re-examine transportation priorities from a cost and benefit basis and in light of other fundamental needs. The government's response was that they already do. Quite frankly, that is wrong. Again, the committee was offended by the thoughtless response.

As recommended by the 1992-93 Capital Estimate's review, the committee again recommends that Cabinet re-examine transportation priorities from a cost benefit basis and in light of other fundamental needs.

Mr. Chairman, in respect to the motions on prior commitments for the Department of Transportation during the review of the 1992-93 Capital Estimates the committee was told by the Minister of Finance that prior capital commitments would be honoured and in the capital budget. The committee was informed at that time that construction of the new airport development in Snare Lake would be a two year project beginning in 1993-94 and completed in 1994-95. During our review of the 1993-94 Capital Estimates, we noted that the construction schedule for this project has been pushed back in the budget by one year and will now begin in 1994-95. The committee is very concerned that the commitments have been made to this community and the expectation of the community residents is that this project will go ahead as scheduled. The government has not provided this committee with justification for this project to be moved back in the capital plan by one

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year. Therefore, the committee feels that this commitment should be honoured.

Committee Motion 13-12(3): To Adopt Recommendation No. 15

Mr. Chairman, I would like to move that this committee recommend that the Department of Transportation live up to its prior commitments and advance funding for the first phase of construction on the new airport development in Snare Lake to 1993-94.

I do not believe we have a quorum.

CHAIRMAN (Mr. Dent):

Mrs. Marie-Jewell, we do have a quorum. The motion is in order. To the motion.

AN HON. MEMBER:

Question.

CHAIRMAN (Mr. Dent):

Mr. Zoe.

MR. ZOE:

Mr. Chairman, I would like to make a few comments to the motion that is on the floor. I will be supporting this motion that has been put forward by the Standing Committee on Finance. As the Member has indicated in her preamble to the motion, no justification to date, has been received either to the community or to myself. For the Member representing that particular community, Mr. Chairman, it is appalling how this government operates and how information is not being forwarded to the Member that is representing those communities.

Mr. Chairman, the community, as my colleague has indicated, had its expectations raised last year when we approved \$150,000 for planning money and, after that amount of money was approved, future years' expenditures were also noted in the briefing books that were provided to us. It was anticipated it was going to be over a two year period starting 1993-94 and completed in 1994-95. All of a sudden, with a stroke of the pen under the new Minister, this project has been moved back with no justification at all. To date, we have not received any word. I have written letters to the Minister inquiring why this project has been delayed. To date, I have not received a response.

Mr. Chairman, I am glad the Standing Committee on Finance is putting this motion forward to tell the

government to live up to its prior commitments. As the Minister of Finance has indicated to this House when we he put forward his statement in regard to the budget last year, this government cannot say it was the previous government's project. We committed certain funds last year and the government has to live up to its commitments, as the Minister indicated.

Mr. Chairman, I will be supporting this motion that has been put forward by my colleague. Thank you.

CHAIRMAN (Mr. Ningark):

To the motion. Mr. Whitford.

HON. TONY WHITFORD:

Thank you, Mr. Chairman. Mr. Chairman, I would like to point out a couple of things concerning the Snare Lake Airport. While it may be true that comments had been made to include it in the budget for 1993-94, we are merely moving it back one year. This was in response, Mr. Chairman, to a questionnaire that was sent to communities by our Premier in April, asking capital projects be made a priority and, Mr. Chairman, the response from the Chief of Snare Lake listed it as No. 5 on a list of 13 priorities. That was as of May 14.

It is true that the Member did write a letter but the letter was written on November 16. That was a considerable amount of time that went by. Mr. Chairman, the start of that airport in 1994 is probably in line with that community's priorities. That is what they requested and set aside, Mr. Chairman. We are aiming to provide as much work as we can to meet community needs under the existing dollars.

Mr. Chairman, we do have prior commitments that we must meet before a certain time, and they come under the original agreement the Government of the Northwest Territories had made with Transportation Canada on the contribution agreement. That expires, Mr. Chairman, in 1995 and we are trying to meet those commitments to reconstruct airports that were a priority. They were listed to this House some time ago, and that includes airports in the Member's riding.

Mr. Chairman, in the past year here, we have completed a couple of projects in that area, Rae Lakes and Lac La Martre are just two of them. I think we have certainly met the commitments to that Member's riding. I think the North Slave region has received a fair share and we want to complete airports in those communities that are in dire need of them.

CHAIRMAN (Mr. Dent):

Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Mr. Chairman, I want to make a couple of points to the Minister. First of all, the Standing Committee on Finance is asking that the Department of Transportation live up to its prior commitments and advance the funding for the first phase of construction. The previous capital books presented in this House indicated that this was a commitment. The Department of Transportation decided to delete it. We are asking them to live up to the prior commitments that we had addressed in previous years.

With respect to the Minister advising this House on the Member sending in his list of commitments, if a Member knows that a government has made a prior commitment, a Member is not going to take more energy to write to the government to make sure that it is a priority because we expect the government to live up to its prior commitments.

With respect to the Minister indicating that the Member has had enough in his riding as a result of the transfer, that was a negotiated deal with the federal government when we took over Transportation. So for the Minister to indicate that, is totally unwarranted.

CHAIRMAN (Mr. Dent):

To the motion.

AN HON. MEMBER:

Question.

CHAIRMAN (Mr. Dent):

Question has been called. Unfortunately, we do not have a quorum. To the motion. Mr. Whitford.

HON. TONY WHITFORD:

Mr. Chairman, it is not being deleted from our plans, it is merely being set back by one year. We are not deleting this project. We are merely setting it back a year, and this goes along with the priorities that were set by that community.

We are going to do as much as we can in that area and want to meet as many of the commitments as we

can but, Mr. Chairman, I ask that we be allowed to try to direct our department in a way that will benefit all of the north. Sometimes it may be that we have to move things back, and this is one of those instances.

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We are following what the community suggested to us and the project is not being deleted, it is merely being set aside for one year.

CHAIRMAN (Mr. Dent):

To the motion. Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Mr. Chairman, I think that is the point the committee is trying to make. We do not want it to be set aside for one year, we want you to live up to your prior commitments. Thank you.

AN HON. MEMBER:

Question.

CHAIRMAN (Mr. Dent):

To the motion. Question has been called. All those in favour? All those opposed. Motion is carried.

---Carried

Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Thank you, Mr. Chairman. With respect to the Jean Marie access road, the Minister indicated that while funds have not been specifically dedicated to this project in the capital plan, funds are available for the Jean Marie access road under project number 8241 130, for local community roads, pending resolution of some band management problems.

The committee believes that if these funds are intended for the Jean Marie access road they should be specifically dedicated to this project, otherwise they may be lost from sight and possibly even re-allocated to another project.

Committee Motion 14-12(3): To Adopt Recommendation No. 18

Therefore, Mr. Chairman, I move that this committee recommends that the Department of Transportation

live up to prior commitments and reinstate the budget for Jean Marie access road. Thank you.

CHAIRMAN (Mr. Dent):

Thank you, Mrs. Marie-Jewell. The motion is in order. To the motion. Mr. Whitford.

HON. TONY WHITFORD:

Thank you, Mr. Chairman. Mr. Chairman, the department has had a long history of community involvement with Jean Marie on this project. We have met with the Member from that area and explained what happened in the past with this project. The project will still proceed. Our department has no intention not to meet the community's needs to have a fair weather road out of that community. As a matter of fact, Mr. Chairman, each year for the last several years there has been work on this, but at the community's speed. What the community felt they could do, they have done and we have met those commitments. We are still going to work with the community. We have explained this to the Member so that he can alleviate any fears that the community might have that this is not going to go ahead. We are working very closely with the community to ensure that every dollar that the community is entitled to spend on that road, is earned by this community. We have no intention to build this road without community involvement. That is why it looks like it is not being spent because the community itself, Mr. Chairman, has not spent the money. We could go and build the road if we put the money aside by having an outside contractor go in and do it. This is not what the community wants, it is not what the department wants and it is not what the government wants. What we are doing is trying to accommodate the community to work at the speed at which they want to. After our meeting with the Member, we were satisfied that we are on the right track and that the money is not being hidden away to be spent somewhere else on other projects. It is just that we do not want to lose the money or let it sit there and lapse. We can accommodate the community's work plan into this amount of money, Mr. Chairman, and would like to continue on this way. I want to assure the Members that we have every intention of working with this community very closely to get their road, so that they can get their road at the speed in which they want to do it.

CHAIRMAN (Mr. Dent):

To the motion. Mr. Antoine.

MR. ANTOINE:

Thank you, Mr. Chairman. I will be voting in favour of this motion. I am going into the community this weekend to meet with them to discuss the things which the Minister has indicated. The community has indicated to me that it would like to continue with the process which was put in place a number of years ago. I know that the funding which was committed last year, in prior years, and in future years also was in the capital estimates last year, but it is not any more. This would show that this department is sincere in helping this community if we pass this motion. Thank you.

CHAIRMAN (Mr. Dent):

Thank you. To the motion. Mr. Gargan.

MR. GARGAN:

I have something which I would like to point out with regard to this motion, and that is that one of the difficulties the community has been experiencing is with regard to the right of way and where it should be. I think there have been differences between the department and the community. Because of this agreement there have been delays and lack of progress.

During the second week of November we met with the Fort Simpson Tribal Council and that was the difficulty. Most of the residents in Jean Marie feel that they know where the route should go. We are not talking about millions of dollars here, we are talking about hundreds, because you cannot be building roads through swamps or across creeks. Their feeling is that if they did it in higher areas where there is more ground and less swamp, then they probably could do more. These people know the area better than most of the people in the department. If that flexibility was there, I think they could resolve this issue quite quickly and get on with the work. I will be supporting the motion, Mr. Chairman.

CHAIRMAN (Mr. Dent):

To the motion, Mr. Whitford.

HON. TONY WHITFORD:

Yes, the department has met with the community to discuss the differences in the alignment of the right of way. While it is true that there was an area which was under some controversy as to whether it should be crossed or gone around, we are working with the

community regarding that. There is still work which is being done and has been done in this area, that the Member quite correctly pointed out. It is a muskeg area, but it is an area which can be crossed in winter time and that is what has been done. We are making every effort to ensure that the road goes where people want it to go.

However, there has to be a little bit of compromise. I think this is being worked on with the community to ensure that building more roads to go around, does not exceed the budget where it would be cheaper to go through a swampy area for a shorter distance. There will be compromise, Mr. Chairman, it is not as if we are not working with the community. In this case I feel very confident that we are meeting every commitment that we can to ensure the community concerns are addressed on this project.

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CHAIRMAN (Mr. Dent):

Thank you. To the motion.

AN HON. MEMBER:

Question.

CHAIRMAN (Mr. Dent):

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Thank you, Mr. Chairman. With regard to bulk fuel storage, the committee was informed by the Minister that there is a little interest from local suppliers to privatize bulk fuel storage for highway maintenance camps. Nevertheless, the committee believes local suppliers should be given the opportunity to do this prior to making government capital expenditures.

Committee Motion 15-12(3): To Adopt Recommendation No. 19

Therefore, Mr. Chairman, I move that this committee recommend that the Department of Transportation consider the privatization of the storage and dispensing of bulk fuel for maintenance camps.

CHAIRMAN (Mr. Dent):

Thank you, Mrs. Marie-Jewell. Your motion is in order. To the motion. Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Thank you, Mr. Chairman. With regard to the Wrigley access road, the committee has determined that the section of road between Wrigley airport and the community is in poor condition, but neither the Department of Transportation nor the Department of Municipal and Community Affairs has considered the road their responsibility in the past.

The committee is pleased that the Minister has indicated that as a result of our inquiries, the departments have committed to resolve this problem.

Committee Motion 16-12(3): To Adopt Recommendation No. 20

I move that this committee recommend that the Department of Transportation and Municipal and Community Affairs work together to identify funding and undertake a major reconstruction of the Wrigley access road necessary, in the 1993-94 Capital Estimates.

CHAIRMAN (Mr. Dent):

Thank you, Mrs. Marie-Jewell. Your motion is in order. To the motion.

AN HON. MEMBER:

Question.

CHAIRMAN (Mr. Dent):

Question has been called. All those in favour? All those opposed? The motion is carried.

---Carried

Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Those are the committee's general comments for now, Mr. Chairman. We have a few more, but we will

do them at a later time as we go through the budget. Thank you.

CHAIRMAN (Mr. Dent):

Thank you. General comments? Department of Transportation. Mrs. Marie-Jewell.

General Comments

MRS. MARIE-JEWELL:

Mr. Chairman, I would like to make a couple of general comments as a Member, who has the privilege in my constituency to live nearby a highway system. Mr. Chairman, I am concerned about particular budget, even though it has not been noted as a capital priority of the community. I have in the past written to the Government Leader to indicate to her the concerns of the community, the inability and the non-commitment of the Department of Transportation to complete their paving program that they started back in the early 1980s from Sandy Lake to Fort Smith.

I note that in this particular budget, they do have \$2.8 million for Highway No. 5 from kilometre zero to 40 for pavement overlay. I know Highway No. 5 is the highway system that we live nearby and this is to do pavement overlay for existing pavement. I am, once again, going to ask the Minister to consider looking at the new area of paving before we expend funding to do overlay on old paving. The old pavement is not in that bad of shape. I drive that highway quite frequently.

It is quite an inconvenience to have to go off the highway after 30 kilometres of Highway No. 5 and go onto a gravel road. There is no initiative from the Department of Transportation to forecast any type of paving for that gravelled area.

I would like to request the Minister, as a Member, to take into serious consideration and to prioritize how they expend their funding. I am not asking to do all the paving in one year. There are about 90 kilometres, or I would say about 70 miles. Even if he considered paving that particular portion of our highway over a period of three or four years, we would be able to do it within the capital estimation that is before the House.

I would strongly urge the Minister, before repaving the existing pavement, to consider paving the existing gravelled area. Thank you.

CHAIRMAN (Mr. Dent):

Thank you, Mrs. Marie-Jewell. Mr. Todd.

MR. TODD:

Yes, This is a comment in relation to the needs of the Minister and his staff, as I have said on a number of occasions, to take a much more aggressive approach to this whole transportation strategy and our relationship with the federal government.

I have not heard, to date, anything encouraging about any kind of cost-sharing initiatives for some of the basic transportation infrastructure that many of these communities want. Whether it is roads, marine, or otherwise.

We are not going to move this country forward, and Mr. Pollard has said it on a number of occasions, without some basic transportation infrastructure. Whether it is airstrips that can bring the right kind of aircraft in, docking that can bring larger boats in, or more fundamental roads that can move our goods and services.

I will be bringing this to the Minister's attention over the next few months and asking for his attention on this important initiative. He must be much more proactive, particularly in these difficult financial times where the cost of developing this infrastructure is horrendous. Whether it is trying to build a road

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or build a wharf, the dollar value is enormous and without some kind of aggressive, joint initiative with the federal government, it going to be long after my time when we see the kind of infrastructure that is necessary.

So, I feel it has got to be a priority with this government. I think that the strategy that was developed perhaps requires some modification, but it is a basic tool that we can move forward on and set some priorities. Naturally, you have got to move within the times. Whether it is in mineral exploration or changing political attitude. However, the framework for moving forward on negotiations to seek some financial support to provide this basic infrastructure is there. I really think it should be a priority of the government and I would hope that in the coming months, the Minister would see it as such. Thank you.

CHAIRMAN (Mr. Dent):

General comments. Mr. Koe.

MR. KOE:

Thank you, Mr. Chairman. Yesterday, during question period we were told more than once, by more than one Minister, that the transportation strategy is the bible in which a lot of these capital developments and future developments are taking place. I would just like to re-iterate for the record that, in this current budget, there are no funds here for planning. I do not see any money for the extension of the Mackenzie Highway from Wrigley through to Inuvik and on through to Tuktoyaktuk.

I would like to put on the record that, again, this is a project that is needed in the Arctic for job creation and for the development of businesses and joint ventures. I think that is one of the things we are lacking.

I note in the departmental goals there are some good statements and that one of the goals is to maximize employment of northern and local residents, and maximum use of northern and local businesses in the design, construction and maintenance of the transportation network.

Another goal is public and private sectors and general public are informed and consulted on transportation programs and services. The department supports local employment in the development of a strong northern private sector. Also Affirmative Action and local involvement policies of the G.N.W.T. are reflected in the way in which programs of this department are carried out.

Mr. Chairman, I hope that departmental officials read these goals when doing their work of planning and consulting with communities, businesses and native groups in terms of developing stronger bonds, more native employment, more native businesses and better use of what we have up north. That is all I wanted to say. Thank you.

CHAIRMAN (Mr. Dent):

General comments. Mr. Ningark.

MR. NINGARK:

Thank you, Mr. Chairman. Mr. Chairman, I would like to ask the Minister for Transportation, as the Minister is aware, during the summer, we have had the Coast Guard in Pelly Bay doing a hydrographic survey of the waterways into the community. I know this is maybe premature, but what is the status of this preliminary

survey? Has the Minister been approached by the Coast Guards of Canada on the findings? Thank you.

CHAIRMAN (Mr. Dent):

Mr. Whitford.

MR. WHITFORD:

Thank you, Mr. Chairman. The work that was done this summer was done through the use of electronic depth sounders and is very detailed. It is digital and is coded onto tapes. Those tapes are being edited now to be put onto paper into configurations and contours. I have yet to see the map of the bottom of Pelly Bay, but my understanding, Mr. Chairman, is that the work is progressing well and it will be ready shortly. This does take some time to interpret all of the findings that were made. The preliminary indications that the department has on the Pelly Bay marine-way are very positive. There are channels there that our boats and ships are able to get into and close enough to the shore. We just have to see the hard copy of it, but the preliminary information we have is very positive and is coming along well. As soon as I get it, I will get the information to the Member.

CHAIRMAN (Mr. Dent):

Thank you, general comments. Mr. Ningark.

MR. NINGARK:

Thank you, Mr. Chairman. Mr. Chairman, the people in the east are getting very conscientious about government operations. People are saying to me that they are very aware of existing roads in the west that are being paved, where we do not even have access roads to hunting areas that would facilitate all-terrain vehicles. Now I am wondering if the Minister has any plans in the future to build a trail to hunting areas? Thank you.

CHAIRMAN (Mr. Dent):

Mr. Whitford.

MR. WHITFORD:

Thank you, Mr. Chairman. Not specifically for the Member's community. I am not sure whether he is referring to Pelly Bay, but there is money under the community access fund to provide some assistance to communities to build a road to hunting areas. It is not a great deal of money but it is money that is available

upon submission of a proposal to our department, and through M.A.C.A., to access funds to make that kind of a road. There is not that much money in the big scheme of things. The dollar amount is not a lot, but there is enough there to meet most of the needs that have come forward so far.

CHAIRMAN (Mr. Dent):

Thank you. General comments. Mr. Arngna'naaq.

MR. ARNGNA'NAAQ:

Thank you, Mr. Chairman. I have similar comments to those that Mr. Ningark just made. In the case of the communities that I represent, Baker Lake and Arviat have talked about various access roads in those communities, not necessarily for hunting areas but for other purposes which relate to the municipalities. Arviat needs an access road for their water supply, which I think could be used also as roads for hunters. As illustrated by a number of Members from the east, the infrastructure we have in the east is very limited at this point. I think that the request of each of these communities to build access roads are needed by the communities and by the people. I speak especially for the hunters who have very limited resources, these are people who really do need assistance. I would like to point out to the Minister that there are concerns, there are requests for these very basic infrastructures, and we are not asking to build roads to create paved roads, but basic roads that are needed in the communities in the east. I think that we, as Members from the east, are bringing those concerns out more and more. I just wanted to re-iterate that. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Dent):

Thank you, general comments. Department of Transportation, Mr. Zoe.

MR. ZOE:

Thank you, Mr. Chairman. Mr. Chairman, our government has always been saying that we should be improving our economy in the territories. If we are going to be making improvements in the economy, then I think that the improvements in public industry and transportation infrastructure is the key to economic development in the

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territories, particularly in the disadvantaged communities. Mr. Chairman, the government

conducted three reports pertaining to that. The interdependence of transportation and economic development were made very clear in the three government studies and reports. One of them was in the Special Committee on Northern Economy's final report called "Building our Economic Future." The other one was done by the Department of Economic Development and Tourism Report called "Building on Strengths" and the last one is called "A Community Based Approach" and the Department of Transportation's own N.W.T. transportation strategy. Now those reports surely tell our government that we have got to have this basic transportation structure in place, if we are going to benefit and improve our economy as a whole. Now to me it appears that our government and the Minister responsible for Transportation, do not keep this in mind when they are doing these types of things in the capital program. These disadvantaged communities need to be listened to. Without the proper infrastructure in place in the area of transportation, those communities will not get anywhere. Their local economy will not grow and they will be way behind. We need to have transportation infrastructure in place or else the whole territories will not grow. This is why I have been emphasizing the need to put more money in these areas in terms of roads, airport facilities and highways. I hope the Minister responsible will read those reports I mentioned so that he has a better understanding as to the importance of a transportation infrastructure if we are going to improve our economy in the Northwest Territories.

Mr. Chairman, I am not going to get into long general comments pertaining to Transportation. I wanted to say this so that the Minister could have a better understanding of the importance of transportation infrastructure in the Northwest Territories. Thank you.

CHAIRMAN (Mr. Dent):

Thank you. General comments, Department of Transportation? Mr. Ningark.

MR. NINGARK:

Thank you, Mr. Chairman. One of the dominant issues that has been brought to my attention every time I visit Gjoa Haven, and has been an issue since I became a Member of this Assembly, is the community has been requesting that the department build a road to 25 Mile Lake. Gjoa Haven is on an island and access to hunting areas is not that good. Gjoa Haven is one of the fastest growing communities within the territories. I would like to know if the Minister has

instructed his department to assess the situation and consult with the community? Thank you, Mr. Chairman.

CHAIRMAN (Mr. Dent):

Thank you. Mr. Whitford.

HON. TONY WHITFORD:

Thank you, Mr. Chairman. I am not up-to-date on the specifics of that road. I am aware of it. I am aware of the community's needs. As I said earlier there is money available to assist in community access. These funds are available to assist a community to put a road out to an area that would be deemed hunting or fishing and that would benefit the community. It is not an entirely government funded program. The community is required to contribute. I am not sure whether it would be in time or money, but somehow they are expected to make contributions. The Department of Transportation does make contributions under its Community Access Program.

There are a number of requests which have come forward and I am keenly aware of them. I hear what the Members are saying about Arctic communities which do not have major highways and how important roads to hunting and fishing areas are. In our discussions with department officials we are going to be collecting all of these requests. There is a limited amount of money involved and I would imagine that we would have to set certain priorities and some timetables on assisting communities. We need not only a verbal request, but written materials, a proposal, put forward by the community to advise the department on how this is to be accomplished.

I think we would be available to assist in any way that we can. We will not do anything until we get a letter. There are a lot of requests and we need to have some specifics and I think we stack them up against other needs. We are very keenly aware of the needs of this program and wish we had more money in it to account for all of the requests. Yes, we certainly will be able to review all of these requests for community access roads.

CHAIRMAN (Mr. Dent):

Thank you. Mr. Ningark.

MR. NINGARK:

Thank you, Mr. Chairman. I would like to thank the Minister for recognizing that there is a need, and for

understanding that there is a provision within the Department of Transportation to give some funding to the communities in need in this area of transportation. I will be conveying this message to the community. Thank you.

CHAIRMAN (Mr. Dent):

Thank you. General comments? Mr. Gargan.

MR. GARGAN:

Mr. Chairman, I would like to remind the Minister that I have been listening to the discussions on money. The federal government is looking at making transportation one of their priorities. I think it is also looking at the allocation of money to start that process. I hope that the Minister is keeping tabs on the progress which is being made so that we do not lose that entirely on this new initiative which the federal government is looking at.

The other thing is that a lot of the transportation infrastructure that is in place, even in my own area, and in both the western and eastern Arctic is a result of the armies being here in the Northwest Territories. There were roads to and past Fort Providence as well as to Fort Simpson.

Most of the airports were built by the army. A lot of the airports which were built were as a result of D.E.W. line sites. I realize the importance to eastern Arctic communities and support them fully in ensuring that they get their fair share of the dollars. In the western Arctic where there are a lot of roads that require maintenance, this is a priority for us, and I hope that we have the support of Members on this.

I am still having problems with regard to road construction and the monitoring of employment; local employment as opposed to southern employment. Last year during the paving phase of some of the roads in my constituency they had Island Paving. They are not a northern construction company. It was sub-contracted. The work was given to a northern firm, but most of the work was still done by southern contractors because the equipment is not here to do the work. I would hope that the Minister gives an opportunity for northern contractors to purchase equipment so that they can do all the work themselves. Thank you.

CHAIRMAN (Mr. Dent):

General comments? Does this committee agree that we are ready to examine detail?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Dent):

Mr. Minister did you want to bring departmental officials in?

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HON. TONY WHITFORD:

Yes, Mr. Chairman.

CHAIRMAN (Mr. Dent):

Does this committee agree?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Dent):

Sergeant-at-Arms.

HON. TONY WHITFORD:

Thank you, Mr. Chairman and Members of the committee. I am pleased to introduce to you Mr. Andrew Gamble to my left, and the Director of Finance for the Department of Transportation, Jim Windsor, who will be assisting me and this committee.

Marine Services

CHAIRMAN (Mr. Ningark):

Thank you. This committee agrees that we go by detail by detail. Thank you, we are on page 09-9 of the 1993-94 Capital Estimates, Transportation. Marine services, building and wharves, headquarters, total region \$50,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Fort Smith, total region \$250,000
Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Mahsi. Inuvik, total region \$30,000 Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total buildings and works \$330,000
Agreed?

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Equipment acquisition, Fort Smith, total
region \$195,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Inuvik, total region \$65,000 Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Total acquisition of equipment \$260,000 Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total activity \$590,000 Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

Highway Operation

CHAIRMAN (Mr. Ningark):

Thank you. On page 09-12. Highway operation,
buildings and wharves, headquarters. Total region
\$306,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Fort Smith, total region \$559,000.
Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Inuvik, total region \$365,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total buildings and works \$1.23 million.
Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Equipment acquisition, headquarters, total region
\$1.358 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total acquisition of equipment \$1.358 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total activity \$2.588 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

Arctic Airports

CHAIRMAN (Mr. Ningark):

Thank you. Page 09-15 Arctic airports, building and works, headquarters, total region \$133,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Inuvik, total region \$250,000. Agreed?

SOME HON. MEMBERS:

Agreed.

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---Agreed

CHAIRMAN (Mr. Ningark):

Mahsi. Baffin, total region \$240,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Keewatin, total region \$400,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Kitikmeot. Over the page. Total region \$288,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Total buildings and wharves, \$1.311 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Equipment acquisition, headquarters, total region \$203,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total acquisition of equipment \$203,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total activity \$1.514 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

Motor Vehicles

CHAIRMAN (Mr. Ningark):

Thank you. Page 09-18. Motor vehicles. Buildings and wharves, Inuvik, total region \$125,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Total buildings and wharves \$125,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Total activity is \$125,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Page 09-20. Transportation and planning. Buildings and wharves, headquarters, total region \$2.120 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Mr. Chairman, this is prior to agreeing to total region \$2.120 million, particularly in regard to Highway No. 3, Yellowknife access road reconstruction and paving. The one page project substantiation sheet for Highway No. 3, Yellowknife access road reconstruction and paving investment of \$3. million, is just plain flimsy.

It indicates reconstruction is required to address safety problems. No where is there any indication of past accidents, statistics, or any other indication that there is a safety problem or, indeed, whether this investment will make any difference whatsoever. If we are not expecting to get some worthwhile economic or social benefit proportional to the cost, why are we spending \$3 million?

Evidence indicates this department does not know. It does not develop plans and strategies to achieve its capital program objectives in the most cost beneficial manner. It does not consider which projects will yield the highest level of social and economic benefits or it would have told us. According to the project substantiation, this project was not even considered a priority by the city of Yellowknife. The committee wondered if Cabinet read this.

Mr. Chairman, again, we regret that the government must think this committee can be fooled. Our intelligence indicates that there is a higher payback with improvements to the highly travelled highway between Rae-Edzo and Yellowknife. We have found other examples of questionable transportation projects. It is the Cabinet's job to catch these items before they get to the Assembly.

Committee Motion 17-12(3): To Delete \$1.5 Million Under Transportation Planning

Therefore, Mr. Chairman, I would like to move that the 1993-94 Capital Estimates for the Department of Transportation, under the activity transportation planning for the project Highway No. 3 Yellowknife access reconstruction and paving, Yellowknife, in the amount of \$1.5 million be deleted.

CHAIRMAN (Mr. Ningark):

Thank you. The motion has been circulated and translated. The motion is in order. To the motion. To the motion, please. Mr. Lewis.

MR. LEWIS:

Yes, thank you, Mr. Chairman. I am not a Member of the Standing Committee on Finance, although I did

serve on it and enjoyed it very much. This particular project is in my constituency. It is in Yellowknife Centre and the only discussion I have had with anybody on this issue is, where should paving take place? I said that it should begin right here to Rae. The road from Yellowknife to Rae is the most highly travelled road in the Northwest Territories. It should be a priority. The road from 49 street beginning at what I call "Wong Way" where Newton has his store is the most travelled part of that road which takes you to Rae. Not only does it take people to Rae-Edzo and south through to Edmonton, it takes many

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people from Yellowknife who live downtown, to the airport. It has a variety of vehicles that travel from Yellowknife to Giant Mine, all categories of vehicles. It also has all kinds of boats that go along it, trailers and recreation vehicles that go the Ingraham Trail.

I personally use the road a lot, because those people who know me will know that for many years I have made frequent visits to the dump and I can tell you from experiencing that, that piece of road is the shortest bit of road that you can imagine for several reasons. To begin with, many people like me to take stuff to the dump and because of the kind of road it is, if you were to keep your eyes open, you would see it jump all over the place because it is a windy road even though it is downtown. Stuff falls all over the place. I guess it should be strapped on, but because of the nature of the road you will find that there is junk that falls off every vehicle that travels on it. It is also a road which has a very high grade that you could fall off either edge of it. There have been several accidents along it similar to those which used to exist on the old "suicide corner" up near where the Woolco buildings and several other developments have been built in Frame Lake South. So this road is of a similar category, a winding road that has witnessed several serious accidents in the past. I think the department has not done its job if it has not recorded all those accidents that have taken place. I have lived here quite some time now and I could attest that many of them have taken place, but I have not kept statistics. Also, Mr. Chairman, this Assembly approved just a short while ago the building of an Assembly building on the side which will need to have a better access road to it than we have right now.

On the other side of that site there is a planned development at McNiven Lake, which will eventually see a sub-division. I would hope that will also be taken into consideration when some kind of debate

will take place as to how we will proceed with this last chunk of road downtown, which obviously needs to be fixed. The ski hill also apparently will be affected to some degree because the current lodge is going to be moved up opposite the old dump on the old Arctic Winter Games site where they held the biathlon. There are several things that are going on over the next while which make it seem to me very important that we not simply toss this out because of a lack of statistics, although I do agree if you are going to try to get \$1.5 million, you had better build your case in a very strong and reasonable fashion. I made it very clear, and this is the only conversation that I have had on this item, Mr. Chairman, that I am in favour of working on the road to Rae-Edzo and I would include this particular stretch of road as being, by definition, part of the road that takes you to Rae-Edzo. I understood that it would not be touched and because it is in my constituency, Mr. Chairman, I am a little bit disappointed that suddenly it appears here as an item that people want to kick out, although I was not given the chance to defend it other than the opportunity I am getting now. I could go on in great length on this particular item. I think as an ordinary Member, who is not on the Finance Committee, and since this is my constituency, I should have had an opportunity to discuss it with the committee.

CHAIRMAN (Mr. Ningark):

Thank you, Mr. Lewis. To the motion, the motion is on project Highway No. 3 Yellowknife access, the construction and paving of Yellowknife, to delay it in the amount of \$1.5 million, to the motion. Mr. Minister.

HON. TONY WHITFORD:

Thank you, Mr. Chairman. Mr. Chairman, this recommendation to delete the Yellowknife access reconstructing and paving portion of our budget is, in my opinion, and the opinion of the department, not a good recommendation. I will let the Members of the committee know that this is probably the most highly-travelled road next to Highway No. 2. Highway No. 2 is from Enterprise to Hay River. This carries up to 3,000 vehicles a day.

Just by way of background, Mr. Chairman, the section of road that we are talking about commences at the Explorer Hotel across from Yellowknife Motors and proceeds past the entrance to the Heritage Centre and the new Legislative Assembly building. It winds down across a culvert by Jackfish Lake and it would terminate at the junction of Highway No. 3 and the

continuation of the Ingraham Trail. It carries up to 3,000 vehicles a day. We have counters on the highway in various spots from the border to the major communities, and these indicate that it is highly used. It is not only used by vehicles, Mr. Chairman, but it carries the largest mix of traffic on any highway that we have in the territories. It contains traffic that is heavy duty, heavy trucks; it has cars; it has pedestrians; and it has cyclists. The road that we are talking about, Mr. Chairman, is far below standard. It is approximately 25 feet across, about eight metres, at the crown. A standard road for that area would be at least 12 metres. That is two lanes of traffic plus shoulders. There are no shoulders on this piece of road, and although this road has not experienced any deaths that I can recall, or the department can recall, just last summer a transport truck rolled over the side of the road because the shoulder crumbled underneath it and it tipped over into the ditch. There is no escape lane. There is no way to avoid anything.

In some places there is no shoulder, there is nothing other than a rock wall or a swamp. There is no place for pedestrians to walk, or cyclists to cycle and vehicles have to cross the meridian in order to pass safely, and this is an accident waiting to happen. Mr. Chairman, if it can be equated to a funnel, we have all the traffic in the territories coming this direction, including the daily traffic from Rae-Edzo. It comes through this area. It is widely used by the community to access the airport. There are only two accesses to the airport and this is the one that is under our responsibility. It is long-overdue, Mr. Chairman, for reconstructing, at the very least, long-overdue. As I said, the surface is below standard. The base in some areas is substandard. This road was built a long time ago, before the volume of traffic was what it is now. It has a major intersection at the road that goes off to the airport and off to Giant Mine, or the Ingraham Trail. It is too narrow there. There are no turning lanes. There is no turning lane in the area that gives access to the Heritage Centre and the new Legislative Assembly. This reconstruction will take, in part, that portion of future access roads. There is no way to get into the new Assembly Building that would be safe for the volume of traffic that will be using that road by next year. It is important that we go ahead and get it done.

I believe this is one of the highest priorities for roads that we do have. I am very much aware of the desire of Rae-Edzo and the community of Yellowknife to work on that highway between Rae-Edzo and Yellowknife and, believe me, if I were on the other

side of the House, I would be pushing too to look at building that road. While I am here and responsible for the department, we are trying every which way we can to obtain more money to speed up the reconstruction of that very expensive, much-needed road between Rae-Edzo and Yellowknife.

This will not solve the problem, if we delete this from our budget. If we do not go ahead with it, it will just prolong the problem of having a bottleneck where up to 3,000 vehicles a day have to traverse an area that is far below standard for a highway in this area.

Mr. Chairman, I would ask the committee to support the reconstruction of this road. It is going to access the new

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Legislative Assembly Building which is currently under construction. It is a priority in the city. I have spoken to the Mayor about it and asked where this would fit into the community priorities, and it is high on her list.

Mr. Chairman, I do not know if I am allowed to speak as a Member for the city? I will speak as a Minister. I do not think it is good economically. It is not good planning to delete this and I would seek the committee's concurrence to continue with our plan as we have it. We will take all other parts of the highway into consideration as quickly as we can. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Ningark):

Thank you, Mr. Minister. Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

No, Mr. Chairman. I was just going to remind the Minister that he should be defending his budget, as a Minister, and not as an M.L.A. for Yellowknife. Thank you.

CHAIRMAN (Mr. Ningark):

Thank you. Any further comments on committee motion 16? Mr. Gargan.

MR. GARGAN:

Just one question, Mr. Chairman, to the Minister and that is, from the junction to the airport, last year there was a lot of work done there and there was also a lot of blasting to widen that section and even the relocation of the Power Corporation access road was

done. Who did that? Was that a cost-sharing project or was that done by the City of Yellowknife? Thank you, Mr. Chairman.

CHAIRMAN (Mr. Ningark):

Mr. Chairman, we are discussing the motion at this time. To the motion, please. Mr. Todd.

MR. TODD:

Yes, could I suggest that we take a five minute break now, Mr. Chairman, please?

CHAIRMAN (Mr. Ningark):

Does the committee agree that we take five? Thank you.

---SHORT BREAK

CHAIRMAN (Mr. Ningark):

Prior to our short break, committee motion 17 was in process. I will read the motion one more time. I move, that in 1993-94 Capital Estimates for the Department of Transportation, under the activity transportation planning, for the project Highway No. 3 Yellowknife access reconstruction and paving, Yellowknife in the amount of \$1.5 million be deleted. To the motion. Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Thank you, Mr. Chairman. Mr. Chairman, I have decided to withdraw this motion seeing that it has caused some grave concerns for the Yellowknife M.L.A.s. However, I did want to put forth a new motion that has been in our committee report, which was tabled in the House on November 20, 1992.

CHAIRMAN (Mr. Ningark):

Please proceed with the new motion.

MRS. MARIE-JEWELL:

Thank you, Mr. Chairman. The committee is still concerned with the fact that this funding is identified with no justification. I believe we got our point across to the Department of Transportation. When you ask for money, you must let the committee know why you want the money before we approve it. That is the point which we are trying to make.

Committee Motion 18-12(3): To Adopt Recommendation No. 16

Mr. Chairman, the committee recommends that the Department of Transportation defer Highway No. 3 Yellowknife access reconstruction and paving past the access to the Prince of Wales Northern Heritage Centre and the new Legislative Assembly, \$3 million, until its need is justified over other competing government priorities. Thank you.

CHAIRMAN (Mr. Ningark):

For the record I would like to say that the committee motion 17 was withdrawn. Your motion is in order. Recommendation 16, Mrs. Marie-Jewell.

AN HON. MEMBER:

Question.

CHAIRMAN (Mr. Ningark):

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

We are discussing the 1993-94 capital estimates budget for the Department of Transportation. Transportation planning, buildings and works, headquarters. Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

With respect to that particular concern, I have one further motion.

CHAIRMAN (Mr. Ningark):

Proceed, Mrs. Marie-Jewell.

Committee Motion 19-12(3): To Adopt Recommendation No. 17

MRS. MARIE-JEWELL:

Thank you, Mr. Chairman. The committee recommends that the Department of Transportation undertake a cost benefit review of improvements to Highway No. 3 between Rae-Edzo and Yellowknife, project number 8240640, which has \$4.2 million currently slated for 1996-97, with the view to implementing that work beginning 1993-94 if it is justified over other competing government priorities.

CHAIRMAN (Mr. Ningark):

Thank you. The motion is in order. To the motion. Mr. Gargan.

MR. GARGAN:

Mr. Chairman, for clarification, if the \$4.2 million it is slated for 1993-94, does that mean that there is going to be a deletion of \$4.2 million to other projects?

CHAIRMAN (Mr. Ningark):

I am not really clear on that. To my understanding, no. Would anyone from the committee explain? To the motion. Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Thank you, Mr. Chairman. The discussion of the committee is the request for the funding identified, to be justified by the department prior to expending these funds. I should refer to the chairman of the Standing Committee on Finance to give examples of other competing government priorities, if he wishes to do so, and if the Member requires further clarification.

CHAIRMAN (Mr. Ningark):

We are discussing the motion on the floor. To the motion. Mr. Gargan.

MR. GARGAN:

Mr. Chairman, I am still not clear on the motion. I would like to get some clarification.

CHAIRMAN (Mr. Ningark):

Thank you. I believe that the motion is self-explanatory. To the motion.

AN HON. MEMBER:

Question.

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CHAIRMAN (Mr. Ningark):

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Transportation Planning

Thank you. Transportation planning, buildings and works, headquarters, total region \$2.120 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Fort Smith total region \$21.712 million. Mrs. Marie-Jewell.

MRS. MARIE-JEWELL:

Mr. Chairman, as I had indicated earlier in my general comments, I do have concerns with respect to the \$2.8 million being expended on Highway No. 5, kilometre zero to 60 for pavement overlay only. There has been no plan on the intention of the department to look at other parts of the highway which are presently gravelled, and this Highway Pavement Initiative Program started in the early 1980s. Therefore, Mr. Chairman, I would like to move a motion.

Committee Motion 20-12(3): To Defer Paving Of Highway No. 5

I move, that the Department of Transportation under the activity transportation planning for the project Highway No. 5, kilometre zero to 60 pavement overlay in the amount of \$2.8 million, consider deferring this item and using the funds to pave roads which are presently gravel only on Highway No. 5 rather than using funds for pavement overlay. Thank you.

CHAIRMAN (Mr. Ningark):

Thank you. The motion as translated into the appropriate languages of this House, and is being circulated. The motion is in order. To the motion.

AN HON. MEMBER:

Question.

CHAIRMAN (Mr. Ningark):

Question has been called. All those in favour? All those opposed? Motion is carried.

---Carried

Fort Smith total region \$21.712 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Inuvik total region \$3.559 million.
Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Baffin, total region \$600,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Kitikmeot, total region \$845,000.
Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total buildings and works \$28.836 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Mahsi. Total activity \$28.836 million. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. We will return to page 09-07, program summary, capital expenditures. Mr. Gargan.

MR. GARGAN:

Mr. Chairman, on page 09-23, capital recoveries. Can I ask the Minister what these recoveries are? Are they recoveries from the federal government or recoveries from the communities? What does this mean? Is the money not being used, but recovered by the department?

CHAIRMAN (Mr. Ningark):

Thank you, Mr. Gargan. On page 09-23, Mr. Minister.

HON. TONY WHITFORD:

Thank you, Mr. Chairman. Yes, this is the federal contribution to those projects. I indicated earlier on that we had agreed to do certain work over a period of time, and that the money is recoverable from the federal government.

CHAIRMAN (Mr. Ningark):

Thank you. Mr. Gargan, are you satisfied with the clarification on that page? Thank you. We move back to the program summary on page 09-7 capital expenditures. Total capital expenditures of \$33,653,000 on this department. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Does the committee agree that this department is concluded? Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Before I recognize Mr. Todd, I would like to thank the Minister and his witnesses. Mr. Todd.

MR. TODD:

Yes, if we can, Mr. Chairman, let us move to Safety and Public Services, please.

CHAIRMAN (Mr. Ningark):

Yes, there is a request from the floor that we move to Safety and Public Services. Do we have the concurrence of this committee?

SOME HON. MEMBERS:

Agreed.

--Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Safety and Public Services, section 7 of the Capital Estimates. Mr. Whitford, the Minister for Safety and Public Services, do you have any opening statement for the committee?

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Department Of Safety And Public Services,
Introductory Remarks

HON. TONY WHITFORD:

Yes, thank you, Mr. Chairman. I would like permission to remain here and I give my opening remarks.

CHAIRMAN (Mr. Ningark):

Thank you, Mr. Whitford. Permission is granted.

HON. TONY WHITFORD:

Thank you, Mr. Chairman. Mr. Chairman, today, I am pleased to submit the 1993-94 Capital Estimates for the Department of Safety and Public Services. This year, the department is submitting a capital estimate of \$100,000 of which \$35,000 is recoverable through capital recoveries. The capital estimates consist of two projects of \$50,000 each. They are:

1. Environmental occupational health lab equipment which consists of monitoring equipment used in monitoring hazards to workers in the work place; and
2. Mine rescue and environmental equipment which consists of rescue and underground environmental testing equipment used to ensure the safety of underground mine workers from airborne contaminants.

The funds spent on mine rescue equipment in the amounts of \$35,000 are recoverable from the active mines in the Northwest Territories on a formula that utilizes the number of underground hours worked in the previous quarter.

Mr. Chairman, that concludes my opening remarks and I would be pleased to answer any questions the committee may have.

CHAIRMAN (Mr. Ningark):

Thank you. Do we have the committee's comments from the other side of the table? Line by line. Does the committee agree that we go line by line, detail by detail?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Mr. Minister, we will bring you over to sit here for this discussion.

HON. TONY WHITFORD:

Thank you, Mr. Chairman. Yes, my deputy minister is available if needed.

CHAIRMAN (Mr. Ningark):

Thank you, Sergeant-at-Arms. Can you proceed? Thank you, welcome to the committee. Mr. Minister, for the record, will you please introduce the witness?

Department Of Safety And Public Services

HON. TONY WHITFORD:

Thank you, Mr. Chairman, Members of the committee, I am pleased to present the Deputy Minister for Safety, Mr. John Quirke.

CHAIRMAN (Mr. Ningark):

Thank you. Mr. Quirke, welcome to the committee. Do we have general comments from the Members? Line by line, detail by detail was requested. On page 07-9 of the Capital Estimates, Safety and Public Services. Safety, equipment acquisition, headquarters. Total region, \$50,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. Total acquisition of equipment, \$50,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Total activity for the page is \$50,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

Mine Safety

CHAIRMAN (Mr. Ningark):

Thank you. Page 07-11, Safety and Public Services, detail of capital. Mine safety, equipment acquisition, headquarters, total region \$50,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Total activity for the page \$50,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

Program Summary

CHAIRMAN (Mr. Ningark):

Back to page 07-7, program summary, capital expenditures. Total capital expenditures of \$100,000. Agreed?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

If the committee agrees, can we conclude this department?

SOME HON. MEMBERS:

Agreed.

---Agreed

CHAIRMAN (Mr. Ningark):

Thank you. I would like to thank the Minister and his witness for appearing before the committee. Thank you. What is the wish of this committee? Mr. Koe.

MR. KOE:

Mr. Koe, I would like to move that we report progress.

CHAIRMAN (Mr. Ningark):

The motion is not debatable. We do not have a quorum here. Would you ring the bell, please? Thank you. There was a motion to report progress. The motion is not debatable. All those in favour of the motion? All those opposed? Thank you. The motion is carried.

---Carried

I will now rise and report progress.

SPEAKER (Mr. Ludy Pudluk):

Item 19, Report of Committee of the Whole, Mr. Chairman.

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ITEM 19: REPORT OF COMMITTEE OF THE WHOLE

CHAIRMAN (Mr. Ningark):

Thank you, Mr. Speaker. Mr. Speaker, your committee has been considering Committee Report 1-12(3), Standing Committee on Finance Report on the Review of the 1993-94 Capital Estimates and Bill 1, Appropriation Act, No. 1, 1993-94 and wishes to report progress with nine motions being adopted. Mr. Speaker, I move that the report of the chairman of the

Committee of the Whole be concurred with. Thank you.

MR. SPEAKER:

Thank you. Is there a seconder? Mr. Koe. All those in favour? All those opposed? The motion is carried.

---Carried

Item 21, Third Reading of Bills. Mr. Clerk, Item 22, Orders of the Day.

ITEM 22: ORDERS OF THE DAY

CLERK OF THE HOUSE (Mr. Hamilton):

Mr. Speaker, there will be a meeting of the Nunavut Caucus immediately after adjournment and a meeting of the western caucus at 7:30 p.m. tonight. Also, at 9:00 a.m. tomorrow morning, of the Standing Committee on Agencies, Boards and Commissions and at 10:30 a.m. of the Ordinary Members' Caucus. Orders of the Day for Thursday, November 26, 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. Replies to Budget Address
10. Petitions
11. Reports of Standing and Special Committees
12. Reports of Committees on the Review of Bills
13. Tabling of Documents
14. Notices of Motion
15. Notices of Motions for First Reading of Bills
16. Motions

- Motion 2-12(3) Tabled Document 2-12(3) "The Justice House" to Committee of the Whole for Discussion

17. First Reading of Bills
18. Second Reading of Bills
19. Consideration in Committee of the Whole of Bills and Other Matters

- Committee Report 1-12(3), Standing Committee on Finance Review of the 1993-94 Capital Estimates

- Bill 1, Appropriation Act, No. 1, 1993-94

20. Report of Committee of the Whole
21. Third Reading of Bills
22. Orders of the Day

MR. SPEAKER:

Thank you, Mr. Clerk. This House stands adjourned until 1:30 p.m., Thursday, November 26, 1992.

---ADJOURNMENT