



**NORTHWEST TERRITORIES  
LEGISLATIVE ASSEMBLY**

**3rd Session**

**Day 33**

**12<sup>th</sup> Assembly**

**HANSARD**

**TUESDAY, MARCH 9, 1993**

Pages 809 - 838

Page numbers reflect printed Hansard

**The Honourable Michael A. Ballantyne, Speaker**

MEMBERS PRESENT

Hon. Titus Allooloo, Mr. Antoine, Mr. Arngna'naaq, Hon. Michael Ballantyne, Hon. Nellie Cournoyea, Mr. Dent, Mr. Gargan, Hon. Stephen Kakfwi, Mr. Koe, Mr. Lewis, Hon. Rebecca Mike, Hon. Don Morin, Hon. Richard Nerysoo, Mr. Ningark, Mr. Patterson, Hon. John Pollard, Mr. Pudluk, Hon. John Todd, Mr. Whitford

ITEM 1: PRAYER

---Prayer

**SPEAKER (Hon. Michael Ballantyne):**

Good afternoon. Orders of the day. Item 2, Ministers' statements. Mr. Allooloo.

ITEM 2: MINISTERS' STATEMENTS

Minister's Statement 52-12(3): New Trapping Technology Demonstration

**HON. TITUS ALLOOLOO:**

Thank you, Mr. Speaker. I am pleased to announce that a demonstration of new trapping technology is available for honourable Members and the public to view in the foyer of the Legislative Assembly.

A number of respected trappers are available to discuss the new systems and answer questions. In the Northwest Territories we are committed to doing all we can to ensure trappers have the tools to continue this life-style. The display will be available today, March 9, and tomorrow March 10. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Item 2, Ministers' statements. Ms. Cournoyea.

Minister's Statement 53-12(3): Recognition Of Clerk

**HON. NELLIE COURNOYEA:**

Mr. Speaker, ten years ago today, Mr. David Hamilton was appointed Clerk of the Legislative Assembly.

---Applause

Mr. Speaker, since that time he has served with dedication, skill and efficiency, and a good sense of humour. On behalf of the government, I would like to

thank Mr. Hamilton for his many contributions to this Legislature. Thank you.

---Applause

**MR. SPEAKER:**

Thank you, Madam Premier. Item 2, Ministers' statements. Mr. Nerysoo.

Minister's Statement 54-12(3): Strategic Plan For Education, Culture And Employment Programs

**HON. RICHARD NERYSOO:**

Thank you, Mr. Speaker. The Department of Education, Culture and Employment Programs was created on August 4, 1992. The 1992 report, Reshaping Northern Government, outlined plans for the consolidation of culture, schools, advanced education and related programs, in order to provide new opportunities for better delivery of programs and services.

To make the most of these opportunities, and to better integrate operations, the new department has started work on a strategic plan which will shape the direction of the department for the next ten to 15 years.

The plan will improve coherence among all activities of the department, and ensure there are better links between resources and priorities, specifically between programs and employment opportunities. The goals of the plan include improving the quality of programs and services, improving access for the public, enhancing the return on our investment and improving the department's accountability.

Consultation is an integral part of the planning process. Everyone who is involved in the planning and delivery of departmental programs and services, and everyone who is served by them, has a role to play in the strategic planning process. Consultation will include: the boards and agencies who deliver programs and services; advisory boards; students; parents; key interest groups, including aboriginal organizations and community governments; Members of the Legislative Assembly, and their staff; and, the general public. Preliminary public consultation will begin in the next few weeks. I expect to be able to review a draft plan with the Assembly in the fall of this year, with the final report prepared for March, 1994.

Mr. Speaker, the future holds many challenges, but it also holds many opportunities. Through the strategic

plan, I am determined that the Department of Education, Culture and Employment Programs will reshape and develop programs for delivery in communities to enable the people of the Northwest Territories to meet those challenges.

Further, Mr. Speaker, I am committed to directly consulting and involving the Members, boards and your constituents in the development of a vision and plan for education and training, which respects the cultures and languages of the people of the Northwest Territories. Thank you, Mr. Speaker.

---Applause

**MR. SPEAKER:**

Thank you, Mr. Nerysoo.

Page 810

Item 2, Ministers' statements. Mr. Nerysoo.

Minister's Statement 55-12(3): Decentralization Of Arctic College

**HON. RICHARD NERYSOO:**

Mr. Speaker, decentralizing Arctic College into two separate college systems was one of the directions which followed from the report, Reshaping Northern Government. Today, I would like to bring the Members of the Legislative Assembly up-to-date on the college's decentralization plans.

The college is planning to establish one college system in Nunavut, with a head office located in Iqaluit, and another in the western Arctic, with its head office in Fort Smith. Decentralization should be complete by June, 1994.

The structure of the two new colleges will be streamlined. In Nunavut, the college will serve the Kitikmeot, Keewatin and Baffin regions. In the western Arctic, the college will include the Inuvik, Fort Smith and Yellowknife regions. Each college will be incorporated and directed by a board of governors.

Decentralization will not jeopardize the college's ability to deliver a high level of programming to its students. The board of governors has directed the college president to develop and monitor decentralization and its impact on programs. This plan will include a model for the two college systems, legislative changes, a description of their boards and their relationship to government, and the possibility of

future agreements between the two institutions. Although there will be two separate colleges with their own programs, I will ensure links be established between them to help them run their programs efficiently.

The college's decentralization plan will be aligned with the strategic plan for the Department of Education, Culture and Employment Programs. The department's reorganization will also recognize the need to provide support for college-related programs.

**MR. SPEAKER:**

Thank you, Mr. Nerysoo. Item 2, Ministers' statements. Item 3, Members' statements. Mr. Pudluk.

ITEM 3: MEMBERS' STATEMENTS

Member's Statement On Mr. Hamilton's Tenth Anniversary As Clerk

**MR. PUDLUK:**

Thank you, Mr. Speaker. As the dean of this House...

---Applause

Mr. Speaker and honourable colleagues, it gives me great pleasure to rise today to extend on behalf of all Members our thanks and congratulations to Mr. David Hamilton on his tenth anniversary...

---Applause

...as the Clerk of the Northwest Territories Legislative Assembly.

On March 9, 1983, our former colleagues in this House voted on a motion to appoint Mr. Hamilton as the Clerk of this Legislative Assembly. The motion was carried unanimously. If a similar vote was held today, I am sure the result would be the same.

**AN HON. MEMBER:**

Hear, hear.

---Applause

**MR. PUDLUK:**

Mr. Speaker, as we all know, our consensus form of government presents many unique and varied challenges, and Mr. Hamilton's dedication, work ethic, common sense approach and sense of humour have

helped to guide us through the good times and the bad. For this, I am sure we are all very thankful.

In addition to his duties as Clerk of the House, Mr. Hamilton has also served on the following organizations in an exemplary fashion: Elections Canada, as the chief electoral officer for the NWT; the Commonwealth Parliamentary Association; and, the Canadian Association of Clerks-at-the-Table.

Mr. Hamilton, I hope your next ten years are just as productive. Not bad for a wee lad from bonny Scotland. Thank you, Mr. Speaker.

---Laughter

---Applause

**MR. SPEAKER:**

Thank you, Mr. Pudluk. Item 3, Members' statements. Mr. Patterson.

Member's Statement On Mr. Hamilton's Tenth Anniversary As Clerk

**MR. PATTERSON:**

Mr. Speaker, I certainly do not have the same tenure as my honourable colleague on my right, but I have had the pleasure of being in this Assembly since Mr. Hamilton's appointment and I too want to rise to pay tribute to him on this important anniversary.

He has a very difficult job, Mr. Speaker, especially in a consensus government where sometimes the Clerk performs miracles to keep the system working. David Hamilton, as we all know, for those of us who have worked in this House, is a fixer. He can tell you how to do something, never why you cannot do it. He is a superb organizer. Anyone who has been involved in elections in the Northwest Territories, and plebiscites, knows what vagaries of human foibles can cause the works to be off-track. The fact that David has managed to steer us through a number of votes, plebiscites and elections which have occurred in this vast territory over that period of time, while carrying on his job as the Clerk, is a tribute to his organizational abilities and his human skills.

Page 811

I want to say, as a Member, that we do have our ups and downs, our difficulties, and David treats us all with respect and affection. He lets us talk to him and unwind, and sometimes complain. I want to express

my gratitude to him for that and for his ever present humour. This is essential to survival in politics and in this Assembly.

I would like to join my colleagues and our Government Leader in thanking David for his time and wishing him an equally long tenure over the next decade. Qujannamiik.

**MR. SPEAKER:**

Thank you, Mr. Patterson. Item 3, Members' statements. Mr. Antoine.

Member's Statement On Current Status Of Business Community In Fort Simpson

**MR. ANTOINE:**

Thank you, Mr. Speaker. I am very concerned about the current state of the business community in Fort Simpson, Mr. Speaker. There are a number of businesses in distress. The unemployment rate is approximately 36 per cent and it will be higher if these businesses fail. Unfortunately, the problem is larger than just failed businesses. It affects the morale and the self-confidence of the entire community. It tends to destroy relationships among community members.

I believe a large part of the problem stems from the policy and practices of the Department of Economic Development and Tourism. In dealing with business ventures in the communities, once an initial investment has been made, there is inadequate follow through. The goal of the department in this area is to stimulate economic development through investment in business enterprises. Providing investment and capital alone is not enough. The supply of capital funds needs to be accompanied by the provision of business management support services. In fact, the Department of Economic Development and Tourism identified, in the 1993-94 Main Estimates, the departmental goal to provide more effective business management assistance to new and existing businesses. I will be watching to see if this goal is reached in my communities.

Many entrepreneurs in the communities require support, not only in starting their businesses, but in building them. Often they have highly developed skills in the technical parts of their business, but require assistance in developing business management skills.

The government needs to go beyond investing money, Mr. Speaker. If the Department of Economic

Development and Tourism is going to be truly successful in moving communities towards self-sufficiency, it must follow through with its capital investments. The benefits would be many, the communities would be healthier and the return on government investment would be greater. Mahsi, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. Antoine. Item 3, Members' statements. Item 4, returns to oral questions. Ms. Cournoyea.

**ITEM 4: RETURNS TO ORAL QUESTIONS**

Return To Oral Question 322-12(3): Status Of Teacher Education Program In Beaufort/Delta Region

**HON. NELLIE COURNOYEA:**

Mr. Speaker, I have a return to an oral question asked by Fred Koe on the status of the teacher education program in the Beaufort/Delta region.

The GNWT has submitted its 1993-94 proposed budgets on February 10, 1993, under the Canada-NWT cooperation agreement for French and aboriginal languages in the NWT to the Secretary of State of Canada. The community teacher education proposal for the Beaufort/Delta was one of the aboriginal language development projects submitted in the GNWT proposal.

This process may be delayed and funding levels reduced due to the ten per cent cuts proposed by the federal government which were mentioned in my statement of February 24, 1993. All attempts will be made to ensure that funding is secured prior to the end of the current fiscal year. Thank you.

**MR. SPEAKER:**

Thank you, Ms. Cournoyea. Item 4, returns to oral questions. Mr. Allooloo.

Return To Oral Question 364-12(3): Update On Contaminants Study

**HON. TITUS ALLOOLOO:**

Mr. Speaker, I have a return to an oral question, asked by Mr. Pudlat, regarding environmental assessment of the great whale project.

The Department of Renewable Resources has been regularly consulting with community organizations and assisting them in participating in the environmental assessment of the proposed great whale hydroelectric project since it became an issue in 1990.

Throughout 1990 and 1991, the Department of Renewable Resources provided technical advice and helped the Sanikiluaq environmental committee prepare for the public scoping sessions which mark the first stage of the environmental assessment process.

In March, 1992, the territorial government made a presentation at the Sanikiluaq public scoping session. The presentation was developed in close consultation with the Keewatin regional health board and the Sanikiluaq environmental committee.

After the completion of the public scoping sessions a new northern organization was formed, the Nunavut environmental coalition, representing several groups in the Keewatin region. Government officials recently met with the Sanikiluaq environmental committee and Nunavut environmental coalition to begin planning for the next stage of the environmental assessment process.

We will continue to work closely with the two community groups through the remaining stages of the environmental assessment process. Our goal is to ensure the review of the proposed great whale hydroelectric project provides a complete assessment of the potential environmental health and

Page 812

socio-economic impacts to communities in the Northwest Territories. Thank you.

**MR. SPEAKER:**

I would like to take this opportunity to recognize, in the gallery, Mr. John Matthews, and with him are 12 students from the management studies class of Nunatta campus, Arctic College.

---Applause

This is their fifth annual visit to our Legislative Assembly. Item 4, returns to oral questions. Item 5, oral questions. Mr. Antoine.

**ITEM 5: ORAL QUESTIONS**

Question 446-12(3): Current Status Of Business Community In Fort Simpson

**MR. ANTOINE:**

My question is to the Minister of Economic Development and Tourism. The Minister knows I am very concerned about the current state of the business community in Fort Simpson. A number of businesses are in distress and there has been a real slow down in the number of new ventures. We have identified a need in Fort Simpson for provisions of business management support service. After making an initial investment in support of new business ventures, the department has not been following through. There is a gap in service delivery. The Department of Economic Development and Tourism has identified, in the 1993-94 Main Estimates, a departmental goal to provide more effective business management assistance in new and existing businesses. Will the Minister tell the Members of this Assembly how his department plans to provide more effective business management assistance to businesses? Mahsi.

**MR. SPEAKER:**

Mr. Pollard.

Return To Question 446-12(3): Current Status Of Business Community In Fort Simpson

**HON. JOHN POLLARD:**

Mr. Speaker, it will vary with the problem in any particular area. One of the suggestions is that we bring in someone who is very familiar with banking, loans and amortization of loans, someone who can tell people the kind of equity and the debt ratio they should have. In other areas, we are going to ask our EDOs to go back and visit with businesses that we have assisted or businesses that may be experiencing a problem. Many problems arise because the issue gets too far down the road before it is brought to our attention. We will take some of the blame for that. We expect some of the businesses to take some of the blame in not coming to us soon enough. That will be another one of the ways we will try to help people. When we have loaned them money, or when we have contributed to their venture, we will periodically call them or perhaps sit down with them and discuss how they are doing. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Supplementary, Mr. Antoine.

Supplementary To Question 446-12(3): Current Status Of Business Community In Fort Simpson

**MR. ANTOINE:**

Thank you, Mr. Speaker. Government agencies in other jurisdictions have developed programs which provide management service and training to business owners. An example would be the Alberta opportunity company. There is also the federal business development bank which has a program designed to provide business management support to business owners. Has the Department of Economic Development and Tourism studied examples of such programs in other jurisdictions and assessed how they might work in the Northwest Territories? Mahsi.

**MR. SPEAKER:**

Mr. Pollard.

Further Return To Question 446-12(3): Current Status Of Business Community In Fort Simpson

**HON. JOHN POLLARD:**

Mr. Speaker, we are well aware of the federal business development bank program because it operates in the Northwest Territories as well. Have we studied it to see whether starting a program such as that would be advantageous to the Northwest Territories? No, we have not, but I am quite prepared to go and talk to the Minister of Education to see if, in fact, it would fit into one of the programs for Arctic College. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Supplementary, Mr. Antoine.

Supplementary To Question 446-12(3): Current Status Of Business Community In Fort Simpson

**MR. ANTOINE:**

Thank you, Mr. Speaker. Does the department have the necessary resources to provide business management assistance to communities where needs have been identified? Thank you.

**MR. SPEAKER:**

Mr. Pollard.

Further Return To Question 446-12(3): Current Status Of Business Community In Fort Simpson

**HON. JOHN POLLARD:**

Resources usually means money or PYs, Mr. Speaker. Our department is no different than any other department, we do not have enough money and we do not have enough PYs. Where we have to work with businesses more than we have in the past, we will do it out of existing budgets. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Supplementary, Mr. Antoine.

Supplementary To Question 446-12(3): Current Status Of Business Community In Fort Simpson

**MR. ANTOINE:**

Thank you, Mr. Speaker. Can the Minister describe the process his department uses for measuring whether they have been successful in promoting self-sufficiency in the communities? Mahsi.

**MR. SPEAKER:**

Mr. Pollard.

Page 813

Further Return To Question 446-12(3): Current Status Of Business Community In Fort Simpson

**HON. JOHN POLLARD:**

No, Mr. Speaker, I cannot. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Item 5, oral questions. Mr. Patterson.

Question 447-12(3): Arrangements To Meet With Prime Minister Re NWT Initiatives

**MR. PATTERSON:**

Thank you, Mr. Speaker. My question is to the Government Leader. Mr. Speaker, I know the Government Leader has been pursuing certain economic and other initiatives with the Government of Canada and with the Prime Minister. Now that the Prime Minister has announced his intention to step down, following the leadership convention in June, I wonder if the Government Leader will be discussing

these initiatives with the Prime Minister. What can be done to follow through on them before he leaves office?

**MR. SPEAKER:**

Ms. Cournoyea.

Return To Question 447-12(3): Arrangements To Meet With Prime Minister Re NWT Initiatives

**HON. NELLIE COURNOYEA:**

Mr. Speaker, much of the discussions regarding the Northwest Territories at the Premiers' level are ongoing discussions. We have, on the agenda, an entire multitude of things that are going on in the Northwest Territories. I realize, in many people's minds, it seems as if there is not anything going on, but there are many initiatives which require some coordination between the federal and territorial governments to realize the goals and objectives of the residents of the Northwest Territories.

One of the outstanding issues which I would like to have the Prime Minister's commitment on is the northern accord. The Prime Minister did sign the initial document. I am hoping we can overcome a couple of difficulties we have with it. As well, I intend to talk about the health billing dispute we have with them in regard to our court action and some of the concerns we have involving health billing and the federal government's responsibility. I would hope that we would have time to discuss a Nunavut claim to see if he can give some assurance that the integrity of the claim can be realized before the change of government. As well, we have an outstanding issue of our formula funding and how that is arranged with them. We have the ongoing issue of how to encourage economic develop in the Northwest Territories, so we will also be discussing the Izok Lake proposal and the transportation infrastructure in the Northwest Territories. Those are the immediate topics we have for discussion purposes. We would like to get a commitment to conclude a few of those items before the Prime Minister retires from office. Thank you.

**MR. SPEAKER:**

Supplementary, Mr. Patterson.

Supplementary To Question 447-12(3): Arrangements To Meet With Prime Minister Re NWT Initiatives

**MR. PATTERSON:**

Mr. Speaker, I take it from the honourable Government Leader's response that she has made arrangements to meet with the Prime Minister before he leaves office. Has a firm date been set for a meeting with the Prime Minister? Thank you.

**MR. SPEAKER:**

Ms. Cournoyea.

Further Return To Question 447-12(3): Arrangements To Meet With Prime Minister Re NWT Initiatives

**HON. NELLIE COURNOYEA:**

Mr. Speaker, the meeting with the Prime Minister is set for Thursday, March 11, 1993, at 5:00 pm. Thank you.

**MR. SPEAKER:**

Item 5, oral questions.

Question 448-12(3): Group Home In Gjoa Haven For Mentally Handicapped

**MR. NINGARK:**

Thank you, Mr. Speaker. My question is directed to the honourable Minister for Health and Social Services.

On February 26, 1993, I asked the Minister the following question. Would the Minister look into the possibility of getting a group home for the mentally handicapped in Gjoa Haven? She indicated that a group home to be located in Gjoa Haven was identified for 1988 and 1989. Subsequent inquiries revealed that there was no demand. Mr. Speaker, I went to Gjoa Haven in February, 1993, with the Honourable Nellie Cournoyea, and met with the hamlet council. The need for a group home for the mentally handicapped was one of the requests made by the hamlet of Gjoa Haven. I wonder if the Minister would seriously look into the possibility of building a group home in Gjoa Haven for the Kitikmeot region? Thank you.

**MR. SPEAKER:**

Ms. Mike.

Return To Question 448-12(3): Group Home In Gjoa Haven For Mentally Handicapped

**HON. REBECCA MIKE:**

Thank you, Mr. Speaker. This decision was made prior to my appointment to the department. I will look further into what other initiatives the previous Minister of Social Services had made and I will provide the Member with the information he requires. Possibly we could have a meeting on this matter. Thank you.

**MR. SPEAKER:**

Item 5, oral questions. Item 6, written questions. Item 7, returns to written questions. Item 8, replies to opening address. Item 9, petitions. Item 10, reports of standing and special committees. Mr. Dent.

**ITEM 10: REPORTS OF STANDING AND SPECIAL COMMITTEES**

Committee Report 12-12(3): Special Committee On Health And Social Services Interim Report No. 4

**MR. DENT:**

Thank you, Mr. Speaker. Mr. Speaker, I would like to present the fourth interim report of the Special Committee on Health and Social Services.

Mr. Speaker, this is the fourth interim report of the special committee. Since tabling our third report early last December,

Page 814

we have continued our regional consultations and research initiatives. In late January, we met with people in communities and the constituencies of Nahendeh, Deh Cho and Hay River. We also continued work on our front line workers survey and launched two other research projects. One examines the links between housing conditions and health. The other explores the experiences of communities with taking control of health and social services.

During this period, we have had a number of changes in committee membership. Richard Nerysoo and Ludy Pudluk resigned from our ranks, and Ernie Bernhardt is also no longer a committee Member. John Ningark, who had already participated in our Keewatin consultation, and Dennis Patterson have joined the committee.

In early January, Members joined the Standing Committee on Public Accounts as they reviewed the Auditor General's Comprehensive Audit on the Department of Health. This ensured that we were



aware of the discussions on the health delivery system issues raised in that document. That same week, we followed up on our commitment to learn from the experiences of our northern neighbours. We spent a very useful day with Ms. Gaye Hanson, the deputy minister of the Yukon Department of Health and Social Services. During our meeting with her, we heard about some of the Yukon's experiences with community transfer, departmental amalgamation and other topics of mutual interest.

Mr. Speaker, this report provides an overview of our current research initiatives and summarizes those issues people told us about during our most recent regional consultations. Some of these issues reinforce recommendations that we have made in earlier reports. Some particularly compelling ones are reflected in recommendations in this report.

#### Research Projects

##### Front Line Worker Survey

##### Housing And Health Study

Another study we have under way is a study on housing and health. The Science Institute of the NWT is administering our study on health issues related to housing. We will use data on housing conditions and crowding gathered in last year's housing survey carried out by the NWT Housing Corporation. This data will then be compared to various health indicators tracked by the Department of Health and others. Our goal is to clarify the links between people's housing and the health and social problems that they experience.

The study will be carried out by Dr. Kue Young of the northern health research unit. Dr. Young recently carried out a literature review on the relationship between housing, community infrastructure, and health on Indian reserves across southern Canada. He was also involved in a recent major health study in the Keewatin region.

The NWT Housing Corporation recognizes the value of this study and is paying half the costs. The committee appreciates this contribution.

##### Community Control Project

The third research project that we have undertaken examines the topic of community control. We think that it is important to learn from the mistakes and successes of other northern and aboriginal communities who have taken local control of social or

health services. We want to be able to share their experiences with interested people in communities here. This project will look at what has been written about community control and present those factors the people have found important to the success of such shifts of control.

We will be releasing the results of these research projects over the coming months as they are completed.

#### Amalgamation

Mr. Speaker, in our discussions with the deputy minister from the Yukon, we heard clearly that it does not necessarily follow that amalgamation of the Departments of Health and Social Services will lead to more integrated programs. She pointed to the fact that although her department had been amalgamated for about ten years, the Health and Social Service divisions had maintained their solitudes until recently.

"The amount of activity that occurred between the two sides of the department was negligible. People did not talk to each other in the design of policy or the design of programs or services....Even in the policy unit, we had people that were assigned to health projects and those assigned to social services projects that did not talk to each other."

Mr. Speaker, while there are arguments for integrating certain programs to increase efficiency, the Yukon experience does not support the view that amalgamation will necessarily lead to cooperation. The integration of specific programs or consolidation of program responsibilities in one department may be more effective ways of improving the delivery of health and social services.

#### Regional Consultation

Mr. Speaker, during the last week in January committee Members listened to the concerns and ideas of people in Fort Simpson, Kakisa, Fort Providence, Hay River and on the Hay River Reserve. We started the week with a drum dance on Sunday night in Fort Simpson. From what we heard informally that night we knew there was great interest in the community about health and social issues.

On Monday we participated in a regional workshop where a variety of people shared their thoughts on a theme of mental

health and healing. Later in the day we met with members of the local chapter of the registered nurses association.

Tuesday was filled with a variety of individual meetings with groups and individuals. We had lunch with the elders living in the Stanley Isiah senior citizens' home and met in the afternoon with grade 11 students at Thomas Simpson school. That night we held our first public meeting of the week. Over 45 people attended the meeting in the cultural centre. Thirteen presenters talked about a wide range of local health and social issues.

On Wednesday morning we left Fort Simpson. Deputy chairman, Fred Koe and Dennis Patterson flew to Fort Providence. Myself and Jeannie Marie-Jewell went on to Hay River and were joined there by John Ningark.

Upon arriving at Fort Providence, Mr. Koe and Mr. Patterson were driven to Kakisa to share a bannock and stew lunch with the chief and members of the band council. After hearing their concerns, Members returned to Fort Providence to meet with local elders. That night, we held our second public meeting of the week with over 40 people attending. Nine speakers told us about their concerns.

Thursday in Fort Providence, Members met with local service providers and, later with students and adult learners at Deh Gah elementary school. That afternoon, they capitalized on the opportunity to hear from a large group of social services workers who were in town for a regional meeting.

Meanwhile, in Hay River, Members met Wednesday with two groups of local youth and a gathering of elders at Riverview Lodge. Thursday they held meetings with adult learners, service providers, and the community working group on health services. That night, we held our third public meeting at the community centre. There were 40 people in attendance with ten participants sharing their views on local issues and concerns. On Friday, meetings were held with staff at Social Services, home care and at the Hay River treatment centre.

Mr. Speaker, I would now like to ask the deputy chair to continue with the report.

**MR. SPEAKER:**

Mr. Koe.

What We Heard

**MR. KOE:**

Mahsi, Mr. Speaker. I would like to say a few words about what we heard. During our five days in the region people told us many things. Some of the issues echoed those we had heard in the Keewatin. Other concerns expressed were unique to the area. Underlying many comments was a central theme: people want more local resources, more access to services, more skills, more training and support for local staff and, especially, more local control over the services provided to community members to help them meet their personal needs.

On the other hand, we heard many calls for the Government of the Northwest Territories "to do something" about many things. It was as if some saw the territorial government as the only party who could take action to address many of the concerns raised. This was the case even when the mandate and opportunity was already there for the issues to be resolved locally. Much of what people saw as being wrong did not meet government policy or program changes, just local community action.

An example of this centred around concerns in one community about access to health services. Some residents noted the lack of reliable transportation to the health centre. They also told us their concerns with the current sick clinic schedule. They looked to our committee for resolution of these concerns. In a meeting with local health personnel we heard of their frustration that they could not get out into the community to liaise with local officials and gain community input. The staff wished for the establishment of a local health committee that could help them plan clinic hours and clarify other local needs and priorities.

Both residents and local service providers wanted the same thing. Neither group appeared to realize this however, because there was no communication between them. To resolve the issues facing them in their community, they need to start talking to each other. With some time to sit and talk together, the two groups will probably discover that they do want the same things. To allow that to happen, staff will need time away from their service provision duties and residents may need some encouragement to share their concerns with staff. Here, perhaps, the Government of the Northwest Territories could help by providing relief staff or skills training for local health committee volunteers. Such basic support for efforts to build on local strengths and abilities can play an important role in preparing communities for taking on

more responsibilities in both health and social service delivery.

I would like to quote from Jim Antoine, MLA, "There is a real need to develop the communities to a level where they are able to even start thinking or talking about taking over programs and services."

A complicating factor is that there is not much ongoing support available to develop community leadership skills. Training in community development used to be part of the preparation for settlement and band councillors and administrators. Workshops on an approach to community development called "popular education" were offered through the Department of Health. They are no longer being offered. At Arctic College, out of a curriculum of 20 courses, social work students now take two courses in community development. Given this situation, there is little opportunity for training to help empower community members and to support them in their efforts to take more control over local services.

As far as we are aware, there is currently only one community development worker now doing such work. This lone worker is employed by the Status of Women Council and works with women's groups. Some northern consultants also have strong community development skills but few communities have the resources to pay for these services.

What follows is an overview of the major issues that were raised during our consultation. The issues are arranged according to the subject or to the target group to which they primarily apply.

Page 816

#### Health Care Delivery

Improved access to services and more local control over those services were the most common issues raised in the area of health care delivery. There were many calls for the establishment of a regional health board. Concerns were strongly expressed that people did not feel as if they had meaningful input into the decisions being made about their health care. Some speakers did not believe the current regional health planning initiatives would be successful. They saw it as a process imposed by the department that was not accepted by the residents.

In Fort Simpson we clearly heard that residents did not want any reduction in their access to health services. Some called for improved and expanded

services. We heard constructive suggestions about how existing community resources could be restructured so as to better meet local needs for services like extended care and home care services. Such suggestions may be of great help to the community health working group grappling with these issues, if they first deal with the issue of the credibility of the process.

In Hay River and elsewhere there were concerns expressed that the composition of the H H Williams hospital board did not reflect the profile of the population that it served. Some expressed strong concerns that the religious beliefs of the sponsoring body and of some staff meant that women have been denied abortion or birth control related services.

Various groups told us that they did not feel that they were treated fairly by the health care system because of their age or ethnic background. Specific cases were presented to us where individuals were misdiagnosed or otherwise poorly served by the system.

People in small communities wanted more ability to respond to local health emergencies. They called for better communication to outside resources and for stronger pain medication to be available while they waited for help to arrive. People in all communities wanted access to a wider range of health services, including traditional health. We were told of cases of staff "jigging" the books to cover the costs of sending someone to a traditional healer. There were calls for more and legitimate access to such traditional methods of health care.

Participants wanted more resources spent on prevention. Both health care providers and service users called for more prevention, but we sometimes got the feeling that each party thought that the other group did not support it.

Residents wanted to reduce the turnover of medical staff. Home care was also supported.

This range of concerns about health care delivery suggest that the current health planning efforts in the region will be a challenging process.

#### HIV/AIDS

Some speakers expressed strong fear about getting AIDS. They wanted to know who had AIDS so they could take steps to avoid getting it. Some speakers wanted regional statistics released on people who are HIV positive:

"It will tell us and our children that this thing is very near us," helping make the issue more real and making the people more aware and more careful.

Others feared that they may be HIV positive but were afraid to get tested locally in case word got out that they were doing so. Some youth said that they did not have enough information on the disease. Social service workers raised questions about who could give permission for testing of children in foster care. They also called for training about AIDS and about how to work effectively and safely with HIV positive clients.

Mr. Speaker, I would like to turn over the next portion to my colleague, Dennis Patterson.

**MR. SPEAKER:**

Mr. Patterson.

**MR. PATTERSON:**

Thank you, Mr. Speaker.

Elders

One general observation about our meetings with elders was just how pleased they were that someone was interested in their situation. We got the feeling they seldom have a chance to talk about their needs and concerns.

There are growing numbers of elders in the region. To ensure that their needs are taken care of, planning is needed. Home care is seen as a preferred method of supporting elders who want to continue to live independently. Supporters noted that it is cost-effective compared to institutional care and results in better quality of life for elders. There were calls for the expansion of home care service in Hay River and for its establishment in Fort Simpson.

Concerns were expressed that current line-by-line funding arrangements allowed little flexibility to hospitals which also operate home care services. They cannot transfer funds to home care if demand warrants. As well, they may find themselves in a conflict of interest in such a situation. It was noted that if there are empty beds in the hospital, the institution may be hard pressed, from a financial point of view, to encourage care of patients in their own homes.

When institutional care is required, speakers called for regional access to level III and IV care. Elders

living in the lodge in Fort Providence had ideas as to how their situation could be improved, pointing out some repairs needed in their facility. The elders asked that their smokehouse be moved and a wood stove installed in it, so they would be able to use it to prepare hides and to cook their own food when the weather was nice. There were calls to free up more of the staff's time to care for elders and for more collective preparation of food as is done in Rae. Elders we visited in the Hay River facility wanted more recreational activities and more field trips. Woodland Manor staff need funds to operate their donated van so they can take their residents out into the community.

Lodge residents wanted more country food to eat. Lodge staff said that they wanted to provide it but that there were some

Page 817

difficulties. Precautions need to be taken to ensure that the meat is safe. For example, we were told that wild meat had to be brought from Yellowknife as there is no way to get wild meat inspected or processed locally in an approved facility.

It was also pointed out that institutional beds need to be available to offer respite care for elders and others being looked after by family members. This would give such family care givers an occasional break and help prevent burnout and possible subsequent institutionalization of the elder. Calls were made for training to be offered to family members on how to take care of elderly or disabled family members at home.

Many elders wanted more flexible access to health care. House calls were mentioned as one way to deal with the problems they encountered in getting to medical appointments. Many elders required transportation to medical and other appointments in order to maintain their independence. Some wondered why GNWT vehicles could not be made available to provide such transportation.

Elders also commented, as did others, about turnover of medical staff. One commented that she was tired of being a guinea pig for newly graduated doctors. There were suggestions that turnover played some role in cases of misdiagnosis of diseases such as cancer because medical personnel did not have the chance to get to know their patients. Cross-cultural training and community orientation were recommended for new medical practitioners. One

person suggested that local health committee members could play an important role in this regard.

As we heard in the Keewatin, people had concerns about medevacs of elders. They wanted better briefing for patients and their escorts before the trip. They wanted to be sure that the escort could interpret for the elder and was assertive in dealing with medical personnel so that the patient clearly understood what was being said or done to him or her.

There were complaints about the seniors' wood subsidy. People told us that five cords were not enough to heat elders' homes throughout the entire winter. We were told that some elders left their homes and had to move in with relatives when the wood ran out. Such comments suggest that there is significant misunderstanding about the intent of this subsidy program.

If the wood subsidy is not intended to meet all the fuel needs for elders living in their own homes, then that fact needs to be clarified for recipients and their families and communities. Then if elders need more fuel, other ways could be found to gather the additional wood that they need to make it through the heating season.

#### Children And Youth

Young people who spoke to us shared a common concern that there were not enough constructive and fun things to do in their communities. They spoke of barriers that prevented them from enjoying activities, such as lack of public transportation or the costs of recreational programs. In each community youth called for a safe place that they could hang out. Most agreed that alcohol was readily available and that many weekend activities involved drinking.

Youth were concerned about others too. They wanted to be sure that single parents get the child care they need in order to be able to finish school and that victims of family violence have local safe shelters to which they can go.

Some wanted more information about all aspects of sexuality. They wanted more than just pamphlets; they wanted to talk to someone. Some who had gone through a week-long workshop on the topic spoke very highly of their experience and wanted more of these types of forums

Both children and adults raised concerns about child welfare. It was suggested that there was a need for

more prevention measures such as family support. People who tell Social Services about children who need help should be told what action has been taken to investigate their complaint. To ensure quality care for a child while in the care of the department, some suggested that foster parents need to be given more training and support. This was echoed by staff who work with foster parents.

One child abuse counsellor told us, "We spend lots of money responding to the symptoms of (child sexual) abuse such as alcohol addiction but little on the root cause."

People pointed out that there were not enough services available to child sexual abuse victims or offenders. There was a call to treat offenders while they are in jail and afterwards so they can start to heal and not continue to offend. Resources are needed to pay for specialized counselling services to help victims heal. Staff expressed frustration that sometimes they needed to mask the abuse issues and label a client's problem as one of addiction to get the money to send the client for the help he or she needed.

Parents and professionals told us of the lack of services and funding for young people with special needs. We heard how the Deh Cho divisional board of education overspends its special needs budget allocation in trying to meet the needs of students. Despite this additional expenditure, parents told us that their children are still not getting services such as speech therapy that they need. We heard that the needs in the NWT for special services and support for students are 50 to 100 per cent higher than in other jurisdictions in Canada. In one school in the region, about 50 per cent of the students have special needs. There was also concern that assessments on children with special needs are often done in the south and the resulting recommendations cannot be carried out in some communities or are at odds with the NWT policy on inclusive schooling.

Some young people with special needs fall through the cracks. One young adult with a spinal cord injury is effectively trapped in his home. This is due partly to the cold weather and his health. As well, the back for his new electric wheelchair has been missing ever since he returned from picking the wheelchair up in Edmonton over six months ago. The back was to have been shipped two days later, but is still apparently on back order. Without this part, his mobility is restricted as he only has use of his manual wheelchair. His mobility is further impaired by a

shortage of drivers and some winter related limitations of the local wheelchair van. Even if transportation is available, there are few buildings in his community that are wheelchair accessible. Finally, his rehabilitation is stalled and

Page 818

his condition is deteriorating to some degree due to lack of physiotherapy services.

A second example involved a young person whose treatment program in the south was shut down in a GNWT cost-cutting move. The youth was brought back to his community where some specialized services that he needs are not available. The youth's parents wondered what happened to the money saved by closing down the southern treatment program. They did not see evidence that it had been invested in providing appropriate services to people with special needs in their community.

The committee supports repatriating northerners with special needs from southern institutions where appropriate, and keeping the money spent on their care in the north. People should not be moved back just to cut costs, however, and then left at home without needed support and treatment services. We need to ensure that the person will at least maintain a comparable quality of life. Respite care is clearly an important service where family members are looking after the person at home.

The need for regional youth treatment services was raised as an issue. We heard of regional plans to act on this and offer such services on a pilot basis next summer.

Problems that arise with custom adoptions came up more than once. Situations were related where various benefits including band membership and child tax benefit were denied to children because the adoption paperwork had not been done.

Mr. Speaker, I would now like to turn the next part of this report over to my colleague, Mr. John Ningark. Thank you.

**MR. SPEAKER:**

Mr. Ningark.

Alcohol And Drugs

**MR. NINGARK:**

Thank you, Mr. Speaker. My section is alcohol and drugs. Two main issues emerged in the area of alcohol and drugs. The first was the need for more money to pay for treatment. Secondly, there were demands for more attention to be paid to the lasting effects that drinking can have on children born to women who drink while they are pregnant.

People involved in the care and treatment of children suffering from fetal alcohol syndrome (FAS) or fetal alcohol effects (FAE) spoke very strongly about their concerns for these children. Current estimates are that 25 per cent of children in the region are FAS and FAE affected. One speaker called for more study of this problem to more accurately determine its extent and to explore the effects it has on the children and their families. Others were concerned about the impact that FAE and FAS affected children have on the school, health and social services.

To reduce the incidence of FAS, there were calls for tough measures including laying charges of criminal negligence against women who drink while pregnant. Others see such punitive action as "blaming the victim." In a broader view, to be effective in reducing the incidence of FAS, we were advised to look beyond the drinking and respond to the underlying issues that contribute to women drinking during pregnancy.

We were told that treatment money usually runs out in December of each fiscal year resulting in treatment being delayed or denied. People wanted to be sure that there would be regional input into the Hay River treatment centre program and that there would be Slavey speaking counsellors there. They wanted appropriate child care to be available for parents seeking treatment. Alternatively, people suggested offering family treatment which involved the children.

After completion of any treatment program, many stressed the importance of aftercare being available in the recovering person's home community to help support their sobriety. They also stressed that the aftercare counsellors had to earn the trust of their clients. Speakers told us they could earn this by keeping confidentiality and by displaying their counselling skills. Some called for more outreach activities to be undertaken by local A and D programs such as weekend activities for children.

People supported the idea of a mobile treatment team to work out of the Hay River centre, offering a thirty day program in people's own communities.

## Social Assistance

Just as in the Keewatin, the primary concern expressed about social assistance is that the food allowance is not adequate enough to ensure that people can properly feed their families. In our third interim report, the committee recommended an immediate increase in the food allowance. We pointed out that the present food allowance does not come close, in any region of the NWT, to the cost of purchasing a nutritional supply of food. Since the government has not adequately responded to this recommendation, it was not surprising to again hear concern expressed about the level of the food allowance.

Other limitations brought to our attention included the perceived lack of benefits available to relatives, other than natural parents, who are raising children. Some speakers thought that mothers with custody of their children are required to seek maintenance from the father as a condition of their assistance. This is not a program requirement. These concerns and misunderstandings suggest that more education of clients about program benefits may help decrease the frustration that some feel.

People wanted more resources allocated to work projects or retraining initiatives.

Mr. Speaker, I will now give the report to Mr. Dent.

### **MR. SPEAKER:**

Mr. Dent.

## Front Line Workers

### **MR. DENT:**

Thank you, Mr. Speaker. During our visit we consulted extensively with front line workers. One of the biggest needs expressed by the social service workers with whom we met with was their need for more training and support as they carry out their duties. Because they have too many demands, they are only able to deal with the immediate crises that frequently happen among their clients. They wanted more supervision of their work and to be able to focus on a particular area of service delivery. They did not want to continue to try to be all things to all people. When workers get

stressed out trying to fulfil the expectations of their jobs, they want a counselling program to turn to for support for themselves.

Social service workers told us of the "no win" situation that they encounter with being on-call. Workers who respond to emergencies after hours get paid overtime. This money comes out of their office budget for casual wages. The more they respond to such emergencies, the less money is available to pay casual staff to cover for people on holidays or on other leave. Without such vacation coverage, more crises erupt on that unattended caseload, leading to more after-hours emergencies that lead to more overtime, et cetera.

Workers feel that they have insufficient resources to be effective in their jobs. We heard about workers having to carry a child they were apprehending down the street with a parent following because they had no access to a vehicle. The lack of money to pay for specialized counselling for troubled clients was noted. Workers talked about starting the year in a deficit position due to unfunded positions. The salary funds for these unfunded positions must be recovered from other budget areas as the year progresses to ensure that the budget balances at year end.

We heard about the "loss of intent" that seems to happen between the formulation of a policy and its implementation. Between lack of resources and the time it takes to bring about such changes, what they end up with is not always very close to what the original intention was.

Concern was expressed that initiatives suggested regionally get tied up too long at department headquarters. The annual contracting process was seen as very time consuming and slow. Groups who receive funding echoed these concerns and spoke about having to arrange credit to cover payroll or other expenses when departmental funding was delayed.

Communities served by a lay dispenser called for a back up person to fill in when the dispenser is out of the community. More training is need for the lay dispenser in areas like suicide intervention and follow-up.

## Healing

Mr. Speaker, we heard a great deal about the healing process. Many northerners experience difficulties coping with the demands of their everyday lives. This

dysfunction may have its roots in alcoholism or family violence, sexual, physical or emotional abuse that occurred in a family or in a residential school. If we are to help people overcome these difficulties we need to give them the opportunity to heal. To be effective, healing has to not only deal with the symptoms of dysfunction but also the underlying causes.

I quote Betty Hardisty, "I look at it like peeling an onion, once you deal with the alcoholism...there are all kinds of abuse underneath."

Some speakers shared their journeys of healing from the physical, sexual and cultural abuse they experienced in residential schools.

I quote Percy Hardisty, "...what about the people who have been abused in the residences? I believe that once these abuses have been dealt with, people will not cover it up with alcohol..."

There was widespread support for more resources for healing initiatives such as counselling and workshops, healing circles and providing people access to resource materials.

For most, healing is the necessary first step for individuals, families and communities, before meaningful attempts to take more control at the community level can be successful. As we recommended in our last report, counselling and support are needed at the community level. With training and professional and personal support, caring people such as elders can play an important role in helping people heal.

#### Recommendations

Mr. Speaker, we have three recommendations coming out of our regional travel. The first has to do with health service delivery.

#### Health Service Delivery

It is clearly important to the people of this region that they have more direct influence on health service delivery. We heard that there is a definite lack of trust in the system and widespread concern that important decisions are being made without public involvement.

Therefore, Mr. Speaker, we recommend that a regional board of health be established in the Deh Cho region.

Our second recommendation is to do with clinical fetal alcohol syndrome.

#### Clinical Fetal Alcohol Syndrome Study

Many people were concerned over the numbers of children displaying the symptoms of fetal alcohol syndrome or effects. The recently completed Fort Simpson "community health profile" estimates that as many as 25 per cent of the children in the region are so affected. Because of the wide ranging implications this has on many government services, the committee feels it is important to verify this estimate clinically. The results of the study could also help to ensure the accuracy of FAS/FAE statistics in future health profiles.

Therefore, Mr. Speaker, we recommend that the Department of Health undertake a clinical study to determine the number of children affected by fetal alcohol effects and fetal alcohol syndrome in the Deh Cho region.

Our third recommendation deals with community empowerment.

#### Community Empowerment

A major concern of residents who spoke to us was the urgent need for assistance in developing the abilities of local people to control and deliver services. Community people want to help to develop local leadership skills. They want training for community workers who could work with other residents in

Page 820

clarifying local needs, determining priorities and developing plans to address these needs. Trainers could work on a rotating basis with three or four communities, spending a month in each community initially and then returning once a month for about a year or more to train and support local people. These local people would, in turn, be working to train and support others.

Therefore, Mr. Speaker, we recommend that the government fund a pilot project to offer community leadership development assistance.

#### Conclusion

Mr. Speaker, that concludes the fourth interim report of the Special Committee on Health and Social Services.



Motion To Move Committee Report 12-12(3) To  
Committee Of The Whole

I move, seconded by the honourable Member for Inuvik, that the fourth interim report of the Special Committee on Health and Social Services be received by the Legislative Assembly and moved into committee of the whole for consideration.

---Applause

**MR. SPEAKER:**

The 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

Report 12-12(3), Special Committee on Health and Social Services Interim Report No. 4 will be moved into committee of the whole. Item 10, reports of standing and special committees. Mr. Koe.

Committee Report 13-12(3): Standing Committee On Agencies, Boards And Commissions Interim Report On The Northwest Territories Power Corporation

**MR. KOE:**

Mahsi, Mr. Speaker. The Standing Committee on Agencies, Boards and Commissions has an interim report on the Northwest Territories Power Corporation.

The Standing Committee on Agencies, Boards and Commissions, under the authority given to it by this House, has been reviewing matters related to the Northwest Territories Power Corporation.

Throughout the review process, the standing committee has been focusing on the following aspects: the mandate, organization structure and operations of the Northwest Territories Power Corporation; the composition and duties of the corporation's board of directors and senior management; working relationships between the board of directors and the Minister responsible for the Northwest Territories Power Corporation; statutory

and procedural relations between the power corporation and the Northwest Territories Public Utilities Board; pertinent legislation, regulations and policy; current physical holdings, capital financing and the capital upgrade program; research, evaluation and development policy at the power corporation; models and procedures for community consultation and input; policies and procedures for effecting positive customer relations; and, principles and proposed approaches related to privatization of the Power Corporation.

The Standing Committee on Agencies, Boards and Commissions held initial public hearings in Yellowknife on November 25, 1992. At that time the standing committee invited the Minister responsible for the Northwest Territories Power Corporation, the Honourable Nellie Cournoyea, and senior corporation officials to appear as witnesses. Witness representation was also received from the Department of Energy, Mines and Petroleum Resources. The chairperson of the Public Utilities Board appeared before the standing committee as a witness, as well.

A subcommittee held public hearings on February 2, 1993, in Inuvik. These focused on future planning activities for the Power Corporation and, specifically, on policies established or research, evaluation and development. The Minister responsible for the Power Corporation attended as a witness, along with the chairperson of the board of directors and several senior officials. Witnesses representing the Union of Northern Workers also presented a brief commentary on the proposed privatization of the Power Corporation.

A second subcommittee held further open meetings and round table discussions in Cape Dorset on February 2, 1993, to focus on community input processes and customer relations policy. The hamlet council and other key stakeholders were represented at discussion sessions.

Public hearings were also held before the second subcommittee in Iqaluit on February 4, 1993, to consider current physical holdings and the capital planning process. Senior corporation officials appeared as witnesses during those public hearings. Representation was also made by the Union of Northern Workers at the Iqaluit hearings, again on the subject of privatization. The standing committee also heard from several other public witnesses, as well.

In addition, Members of the Standing Committee on Agencies, Boards and Commissions have also been provided with an opportunity to tour power plant facilities in Iqaluit, Inuvik, Cape Dorset and Lake Harbour. This has provided an invaluable perspective on the scope and technical challenges of operations within the Power Corporation. It has also conveyed an understanding of the differences which exist between communities with respect to the age and technology of their power plants.

Page 821

Plans had also been made for a subcommittee of the Standing Committee on Agencies, Boards and Commissions to hold public consultations in Tuktoyaktuk and Aklavik. The standing committee very much regrets the fact that inclement weather prevented air travel and resulted in the cancellation of these meetings. Members look forward to visiting those communities should the opportunity arise on a future occasion.

The standing committee wishes to acknowledge the cooperation and thoughtful input received from witnesses during all public hearings and consultations.

This input, as well as the examination of planning documents, policy directives and statistics provided by corporation officials, will form the basis for future comments and recommendations arising from the standing committee's review. The committee will meet during the summer months for further public hearings and to examine the additional issues arising from information provided to date.

In addition to continuing its review of issues raised during initial hearings, further areas for committee examination include, but are not limited to: the record of return on shareholders' equity; the allocation of funds and human resources to support corporate administrative requirements; the framework for corporate decision-making; corporate activities to encourage and support the use of northern labour, materials and resources; contracting and purchasing policies and performance within the Power Corporation; the nature of the employee work environment; Power Corporation initiatives aimed at the introduction of cost-effective alternate energy sources; strategies undertaken by the Power Corporation to encourage energy conservation; levels of responsibility demonstrated by the Power Corporation in addressing environmental issues; accountability mechanisms, including a further review

of the statutory authorities of the Public Utilities Board, the Minister, the Cabinet and the Legislative Assembly; relations between the Power Corporation and non-government utilities in the Northwest Territories; the potential for agreements with other jurisdictions, including potential for the sale of energy outside the Northwest Territories; rationale, principles and proposed approaches related to the privatization of the Power Corporation; and, larger issues related to the impact of the Power Corporation on corporate and consumer affairs in the Northwest Territories.

Mr. Speaker, the Standing Committee on Agencies, Boards and Commissions wishes to acknowledge the excellent cooperation and assistance received to date from the Minister responsible for the Northwest Territories Power Corporation and her officials, as well as from the Public Utilities Board.

The standing committee looks forward to completing its review and is confident that the current process will result in a constructive and well-documented final report.

Mr. Speaker, that concludes the Standing Committee on Agencies, Boards and Commissions' interim report on the Northwest Territories Power Corporation.

Motion To Receive And Adopt Committee Report 13-12(3)

Therefore I move, seconded by the honourable Member for Nahendeh, that the interim report on the Northwest Territories Power Corporation be received and adopted. Mahsi.

**MR. SPEAKER:**

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

Item 10, reports of standing and special committees. Item 11, reports of committees on the review of bills. Item 12, tabling of documents. Item 13, notices of motion. Mr. Dent.

ITEM 13: NOTICES OF MOTION

Motion 19-12(3): Appointment Of Alternate Members And Final Report Date For The Special Committee On Health And Social Services

**MR. DENT:**

Mr. Speaker, I give notice that, on Thursday, March 11, I will move the following motion. I move seconded by the honourable Member for Iqaluit, notwithstanding rule 89(2), that the Legislative Assembly consents to the membership of the Special Committee on Health and Social Services to include two alternate Members. And further, that the Special Committee on Health and Social Services' terms of reference be amended to permit the presentation of the final report on November 30, 1993.

**MR. SPEAKER:**

Item 13, notices of motion. Item 14, notices of motions for first reading of bills. Item 15, motions. Item 16, first reading of bills. Item 17, second reading of bills. Item 18, consideration in committee of the whole of bills and other matters. Tabled Document 2-12(3), The Justice House - Report of the Special Advisor on Gender Equality; Tabled Document 3-12(3), Report of the Commission for Constitutional Development; Tabled Document 49-12(3), Long-Term Staff Housing Strategy; Bill 5, An Act to Amend the Social Assistance Act; Bill 17, Appropriation Act, No. 2, 1993-94; Minister's Statement 34-12(3), Long-Term Staff Housing Strategy; Committee Report 10-12(3), Report on Tabled Document 21-12(3): Payroll Tax Act; Committee Report 11-12(3), Report on the Review of the 1993-94 Main Estimates, appearance by members of the commission for constitutional development, with Mr. Ningark in the chair.

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

**CHAIRMAN (Mr. Ningark):**

Thank you. The committee will now come to order. When we concluded yesterday, we were on Bill 17, Appropriation Act, No. 2, 1993-94, and the chairman of the Standing Committee on Finance had just concluded his opening remarks on the Department of Transportation. What is the wish of the committee? Do we have the concurrence of the committee that we continue with the Department of Transportation?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Thank you. Are there any general comments? We will take a 15 minute break and then come back.

---SHORT RECESS

Bill 17: Appropriation Act, No. 2, 1993-94

**CHAIRMAN (Mr. Ningark):**

This committee will come to order. Mr. Todd, before we proceed with general comments do you wish to bring in your witnesses?

**HON. JOHN TODD:**

Yes, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Sergeant-at-Arms, please escort the witnesses.

Mr. Todd, for the record can you please introduce the witnesses.

Department Of Transportation

**HON. JOHN TODD:**

Thank you, Mr. Chairman. Mr. Gamble, deputy minister, Department of Transportation and Mr. Winsor, director of finance.

**CHAIRMAN (Mr. Ningark):**

Thank you. We are on page 09-8. Are there any general comments? Mr. Gargan.

General Comments

**MR. GARGAN:**

Mr. Chairman, I do not have a written submission. However, I do have some observations with regard to this department. Mr. Chairman, I purchased a vehicle in August. To date, it has 30,000 miles on it. I wanted to mention that even though we have patrols done by the department, we do not seem to see those vehicles on the highway system. With the conditions of the highways steadily improving, we have also

seen a steady increase in the speed limits of the trucks who travel the highway. In most cases, Mr. Chairman, I stop completely when I see a large truck approaching, for my own safety. We do not see many patrols of the highways with regard to safety. What exactly are we spending on highway patrols?

**CHAIRMAN (Mr. Ningark):**

Mr. Todd.

**HON. JOHN TODD:**

Mr. Chairman, it is my understanding that we spend somewhere in the region of \$216,000 on highway patrols at the present time.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Gargan.

**MR. GARGAN:**

Thank you, Mr. Chairman. When the program first started a couple of years ago, there were 15 traffic tickets given out. For last year and the year before, how many traffic tickets were given out? Has it increased at all? Has it reduced? What is the trend?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Todd.

**HON. JOHN TODD:**

The patrol operations in 1992 resulted in 60 summary offenses under the Motor Vehicles Act for speeding. Most of these tickets were issued to drivers travelling 30 clicks per hour or more over the posted speed limit. Patrollers gave out 65 warnings to trucks under the large vehicle control regulations and issued 33 summary offence tickets. The offenses were mainly for axle weight and vehicle dimension infractions. That is for 1992. I do not have the figures for 1990 or 1991, but I can provide them to the honourable Member, either today or tomorrow. Whether it is a trend moving in that direction, being a new Minister, I am not sure. Those are the statistics for 1992.

**CHAIRMAN (Mr. Ningark):**

Mr. Gargan.

**MR. GARGAN:**

Thank you, Mr. Chairman. I would like to ask the Minister if his department has ever looked at the

feasibility or the possibility of restricting truckers on our highway system on certain days. The largest volume of traffic that travels south is from Yellowknife. I am sure as far as the insurance companies are concerned, much of the insurance coverage deals with windshields and rock damage. I no longer buy windshield insurance because it costs more than the windshield itself. I am sure this is one of the biggest problems on our highway system. I have asked our research people to look at what other jurisdictions have restrictions with regard to the transportation of large vehicles. Is this something which you are looking at?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Todd.

**HON. JOHN TODD:**

Mr. Chairman, I understand that this issue has been raised before. The department has been looking at it since 1992 when Mrs. Marie-Jewell raised the issue. The department has checked with other provincial jurisdictions. It is our understanding that no jurisdiction in Canada, at the present time, prohibits the movement of tractor-trailer transports on Sundays or on the weekend, as I think the honourable Member is perhaps suggesting. The province of Ontario, at one time, had a Sunday-ban on what they called the Lord's Day Act. The ban was struck down in 1984 on constitutional grounds and the province of Ontario has made no attempt to reintroduce the ban. It is the position of the department, that given the amount of long distance hauling in the north, a Sunday or a weekend restriction on truck traffic would be very disruptive in the scheduling of deliveries. At this time, from the work we have done, there is no jurisdiction in Canada that restricts this. The road system is slightly different, I suspect, in most of the provinces because it is hard-topped. I suspect the difficulties which are encountered in our highways are significantly different than the QEW in Ontario or the Cabot Trail in Nova Scotia. However, there is no legislation as such that would restrict or ban major transportation.

**CHAIRMAN (Mr. Ningark):**

Mr. Gargan.

**MR. GARGAN:**

One of the other difficulties which we have in the north is with regard to the width of our highways. I think most of the highways are 16 feet wide. They are

not wide, but we still allow wide vehicles on our system. Flashing lights are required on any vehicle which is six feet wide. In other jurisdictions, if the vehicle is too wide, to a certain footage, it is not allowed on the highway system. Why do we allow this to

Page 823

happen in the north when our roads are much narrower than in southern jurisdictions?

**CHAIRMAN (Mr. Ningark):**

Mr. Todd.

**HON. JOHN TODD:**

The long-term objective of the department is to bring the width and standard of the roads up to the national safety code. We were an active participant in that over the last four or five years. Now we have taken over the full jurisdiction for looking after that. I am told, where there are extraordinary circumstances, such as large trucks with extraordinary size loads, permission is given for these loads to travel on our roads under certain restrictions. For example, with some kind of escort, et cetera. In an ideal world, we would have the kinds of roads we need or we would acquire the quality of roads we would need. However, that is not the case at the present time. In looking at some of the road works that have been going on in the past, and what looks like what is going to go on in the future, those kinds of concerns that you raised with respect to width and bends, et cetera, are all being looked at. Every effort is being made by the department, particularly in engineering, to bring the highways up to grade and to meet the kind of standards so there will be a limited amount of restrictions with respect to trucking.

**CHAIRMAN (Mr. Ningark):**

Thank you. Are there any general comments? Mr. Whitford.

**MR. WHITFORD:**

Thank you, Mr. Chairman. By way of comments on the review of the Transportation budget, there were a couple of concerns directed to the Minister. In this forum, rather than another one Mr. Gargan did touch on, is the restriction on wide vehicles on the majority of the roads in the Northwest Territories. I realize the department is making great strides in bringing them up to standard of the provinces, but they are narrower

and we have less blacktop than we would like to see. When it comes to wide loads, there are two things that stand out. The fact is, the vehicles are travelling at a fairly good rate of speed. Although they have pilot cars, it has been my experience in the past to see these pilot cars quite far ahead, and perhaps not as close to the vehicle as they should be. Although there is a set distance, that is not being strictly complied with. There is a distance that is set by regulation to alert the public that there is a wide load coming, but you have no idea, simply by seeing a flashing light and a little truck ahead that says "wide load," of what is coming along behind. In some cases, it is a half of a kilometre. At other times, I have seen up to three or four kilometres. You could not see the pilot car. Getting to the size of the load, they travel at a posted rate of speed but, as Mr. Gargan pointed out, sometimes it does not give the general public a very comfortable feeling seeing a very wide piece of equipment coming down the road at posted speed. Perhaps, these wider loads could be restricted to slow down a bit and give the travelling public a bit of confidence and security.

The other comment that I was making, and I did ask the question earlier on, is that Alberta has taken the initiative in the last while, through a change in Ministers, to reduce the amount of vehicle inspections, either as a cost-saving measure or due to pressure from the industry. Although, from what I can gather from looking at this issue, it appears that it is more of a cost-saving measure than anything else. I think I asked the question earlier on about whether this territorial government was contemplating a reduction in the heavy vehicle inspections, recognizing the fact that it has only been in the last few years that the service has developed to what it is today. We know that transportation is an important part of the industry in the territories. Every time you stop a vehicle, it is time off the road, but it is money well spent because you have an industry that is safe, not only for the industry itself, but also for the travelling public on the highway. I would like to encourage the government, if they are considering a reduction in service, not to contemplate that, because if you check with the industry you will find the majority of trucking companies that are based in the territories endorse the efforts that are being put into vehicle inspections to ensure that, not only themselves, but the travelling public is protected. There have been instances where the industry received some bad press because of equipment that was on the highway that should not have been there. In the last few years, the government has turned that around.

I realize I am not giving the Minister a chance to answer these issues, but these are merely comments which can be noted and, if there is a comment, I would appreciate it. The summer time is coming along. There will be much construction taking place on the highway, hopefully. One of the things that the travelling public is increasingly aware of, certainly between Yellowknife and Fort Providence, is the amount of water that is being put on the road. You drive by any day during the week, rain or shine, and it is almost as if it rained. In cases, I have seen trucks watering the road when they really should not, in my opinion. I recognize the fact that they do contract out to put on so many miles or gallons, but if you look when you drive down that highway, you will see where the water trucks have been passing by and the water has run off into the ditch almost as fast as it could go on the road. In my opinion, and many of the travelling public's opinion, too much water is being put on the road. It could, in some cases, become a hazard, not only visibility wise where you get your window full of mud, but the road becomes slippery. It does not seem to be of any value, water running off into the ditch. I think that is something that should be looked at and a certain amount of common sense should be applied by the contractor who is doing it. Perhaps the contracts are too specific, that they have to put on so many miles, gallons or time. It is just an order to fill that quota. They just drive regardless of whether or not it is raining.

I recognize that this is the O and M budget and does not deal with the capital, but when a plan is made to build a road, sometimes I wonder if these things are done in isolation, rather than in coordination with other activities such as tourism. Heavens knows that a straight road will get you there as fast as possible, but sometimes a winding road is a road which is much more attractive. What I am leading up to is between here and both the British Columbia and Alberta borders we have many lakes, rivers and falls, et cetera, and sometimes it appears that the road is far too far away from a lake. I think if you go between here and Providence you are going to be lucky to see the lake once as you approach the north arm. Yet, when you look from the air when you fly to Providence, it is not that far from the highway to the shore of the lake where you can see one of the largest freshwater lakes in North America, with thousands of islands and what the tourists and travelling public like to see from time to time. There are places to make a bend in the road or cut out some trees along the road, something similar to what was done between Providence

Page 824

and Kakisa. There are a couple of places there where there is a bit of a detour and some of the trees have been cleared. You can then see the lake and the many islands. Something like that should be done in consultation with tourism to make sure we get some benefit from the natural beauty which we have.

At the present time, those were some of the things which I wanted to suggest to the department while we had them here. I realize it only deals with the one aspect of the department's mandate, and that is highways. There are other areas, but I will see what else is to be said, Mr. Chairman, for the time being.

**CHAIRMAN (Mr. Ningark):**

Thank you. General comments. Mr. Minister.

**HON. JOHN TODD:**

If I may, I would like to have the opportunity to respond to Mr. Whitford's concerns. With respect to, as Mr. Gargan pointed out earlier, the size of vehicles and vehicles being overweight, it is important to the overweight and oversize vehicles on the highway we try to do that under restricted conditions, if they cannot make the trucks smaller based upon the load. If these conditions are not being met, then perhaps we need more highway patrols, not less. That is something we will have to take a look at.

With respect to inspections, I wish to assure Mr. Whitford that there will be no reductions in the inspections that are currently taking place. In fact, if the traffic increases, we have to look at increasing inspections.

It is important to point out that over 25 per cent of traffic on the highways is big truck traffic. I am told that 5.4 per cent of the accidents are big truck traffic. So, that is an important statistic.

I am not a road expert. I have lived in the eastern Arctic for the past 27 years and the only roads we have are usually three-wheel Honda roads. With respect to water on the roads, it is my understanding that technically that has to be done when they are doing the blading or the grading of the highways. I am told the engineers say we have to soak the surface of the road.

The last point which Mr. Whitford brought up is with respect to the scenic value of building highways. In an ideal world, we would all like to do that. However,

I would like to point out that we have roughly \$19 million per year to build roads. It costs somewhere in the region of \$600,000 per kilometre in the Yellowknife area to build a road, and about \$250,000 to \$300,000 in the Fort Smith area. So, there are some limitations and the whole approach to highways is what is the most cost-effective way we can do them. We have severe limitations in terms of the capital expenditures. That is a fact, that is not fiction. Every effort is made and I understand it has been done in the past. I have not travelled the highway since 1968, but I intend to do it this summer. I understand that it has been done in the past and we will certainly make every effort in the future, but within the confines of the financial situation which we are in. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. General comments, Mr. Whitford.

**MR. WHITFORD:**

Thank you, Mr. Chairman. I was interested in one of the things the Minister mentioned. In the area of planning, when you plan to build a highway I realize it borders on the capital side of the budget, but it comes in the planning area. I recognize the fact that it does cost a lot of money to build roads in this territory, especially in the shield area. I was curious, Mr. Chairman, if it is sometimes cheaper to build a new road, than it is to rebuild an existing road. When it comes to having to restrict traffic, the contractor has to employ certain restrictions as to when he can work and how much he can work for blasting, heavy equipment, et cetera. I wonder if it is sometimes more economical to build a road, rather than to rebuild a road.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

Again, I do not want to be too defensive, but the reality is you have 22,000 kilometres of road in the Northwest Territories. I am told the replacement value would be \$1 billion and I have \$19 million. There is a limitation to what we can do, that is all I am trying to say. As I said in my opening remarks yesterday, we are going to try to endeavour to do the best we can with the limited resources we have. Yes, we should be looking at what the cost is. It is no different than looking at a building, what is the cost of

renovating a house versus building a new one? If there is a situation where it is cheaper or more cost-effective to build new roads, that is what we would do. The bottom line is, and as everyone is well aware, it costs an enormous amount of money to build one kilometre whether it is in the Yellowknife shield or in the Fort Smith area. We are severely restricted by the amount of capital dollars that we currently have in place.

As I stated in my opening remarks, it is certainly my intention to bring the NWT transportation strategy up to 1993 conditions and, hopefully, develop it as a negotiating package for discussions with the federal government. If there is any chance of an opportunity to negotiate a common approach to the building of roads with a joint initiative between federal and territorial funding, if that was to come about, that would make a significant difference to what we could accomplish.

**CHAIRMAN (Mr. Ningark):**

Mr. Whitford.

**MR. WHITFORD:**

Thank you, Mr. Chairman. In the definitive objectives there are two items that I was interested in. One is under the directorate to pursue funding to implement transportation strategy objectives. Just recently the Minister announced in this House his new vision of the transportation strategy. It is a document which received great praise. I recall, when I was involved with the department, we always took it with us and gave it away to people in other jurisdictions and we were quite proud of it. With the new Minister's announcement that this is going to be revisited and upgraded somewhat, he is to be commended for that. I think in this day of technological change, what is new today is old tomorrow. To pursue funding to implement the transportation strategy, is this the new strategy? Is the funding for upgrading this transportation strategy going to come from this money? Is it going to cost a great deal of money to revisit the transportation strategy and to upgrade the objectives because a certain amount of research will have to go into that? Is this going to be a costly exercise?

Page 825

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

My understanding of "vision" in Inuktitut means looking ahead. Basically, that is what I am trying to do. When we look at the transportation strategy which was done in 1989 by the former Minister, Mr. Wray, it was an extremely valuable exercise and it was a very costly one. All I am suggesting is that we just bring it up to 1993 realities. I feel it was somewhat unrealistic in some of the objectives it was trying to accomplish. When they used the word "vision" I think they were looking 20 years down the road. I am not suggesting for one minute that that is something we should not be trying to look ahead to, however, we have to look at the current fiscal realities of the federal government. This NWT transportation strategy was clearly designed as a joint initiative which would be jointly funded by both the territorial and federal governments. I believe, at the time, it was somewhere around \$500 million over a ten year period where both the territorial and federal governments would contribute \$25 million each.

What I am suggesting in the update of this strategy is to take what we have and quickly bring it up to date. Most of it can be done in-house. Bring about some more accurate estimates of the costs of doing some of the things which have to be done, and with a minimal amount of resources which I understand are going to be done from within, I think we can bring a realistic, achievable document that shows us in the next five or ten years what we can realistically accomplish that can continue to give us the 20 year vision that was previously there in an ideal world. The bottom line in any transportation initiative, whatever we do, requires significant federal government financial contributions.

What I am trying to accomplish over the next two or three months is a document which I can take to whoever the new federal government is going to be and try to negotiate and follow-up on what previous Ministers of Transportation have already done. Whether or not we can accomplish that, I do not know, but we certainly need to have a document which says this is what we think we can realistically accomplish. We need more accurate financial projections of what it is going to cost. More importantly, to me anyway, I need to make sure the update is reflective of this House. As I said earlier, the ordinary Members and the stakeholders will be involved in this update. Thank you. It will not be a costly exercise.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Whitford.

**MR. WHITFORD:**

Thank you, Mr. Chairman. In the transportation strategy one of the things that struck me in my travels across the north is that the smaller communities, particularly those in the higher latitudes, do not have many roads outside of their towns and that seems to have been a problem. Although there are not that many vehicles, they have many four wheelers and that is like our cars and trucks here. Although they are all-terrain, they can travel just about anywhere. There seems to be a lack of planned pathways for them. One of the things I had heard was with regard to the lack of planned pathways to hunting and fishing areas, these are not just recreational, they are economical in nature. This does not appear to be in the transportation strategy and is badly needed in the smaller communities to accommodate the small off-road vehicles. Is this something that the department will be visiting in its new transportation strategy?

**CHAIRMAN (Mr. Ningark):**

Mr. Minister.

**HON. JOHN TODD:**

Mr. Chairman, the previous thrust of the transportation strategy was into major road development in the Mackenzie Valley and in the western Arctic. There was some reference to Keewatin and highways, which I think was unrealistic. There is clearly a thrust within the overall NWT strategy to look at marine infrastructure, particularly in the eastern Arctic, because it is severely lacking that. So in simple terms, that is where the basic thrust was. The need for some small in-community roads that lead to fishing holes that could be used both locally and for tourist operations, whether it would be the Sylvia Grinnel in Iqaluit or Diana River in Rankin Inlet, et cetera, has been raised on a number of occasions by the chairman. What I have asked the department to do is take a hard look at that.

There is some money that was previously allocated in the budget under previous Ministers, but I am not sure it was adequate. I think we have to give some consideration to what we might call "recreational/community road infrastructure." I do not have any definitive numbers here because it would be part of the capital process. The determination of whether it is a priority within the capital process would be by the municipalities, but certainly as a department



we are looking at it. As part of the overall NWT strategy, we are looking at the larger highway in the Mackenzie Valley, marine transportation, et cetera. We are talking significant dollars here.

**CHAIRMAN (Mr. Ningark):**

General comments. Mr. Whitford.

**MR. WHITFORD:**

I appreciate that answer. The part that I neglected to mention is this was a joint effort between the communities. The communities would have to want this type of infrastructure in place. The dollars are probably far too little if there was a program developed to actually go out and do these kind of things, rather than set in place a plan which would see some of these trails to local resources developed in consultation with the community. I have always felt the dollar amount was too small and there seemed to be some red tape that may have prevented the total use of the program. This was by way of comment, Mr. Chairman.

I would like to move on to marine services, "to provide equipment, procedures and training for oil spill contamination and clean-up at ferry crossings." Last summer there was an unfortunate incident near Fort Providence where a barge ran aground and there was fuel coming out from it. Mr. Gargan, Mr. Alloodoo and I visited that area, it appeared there was little which could be done to capture the oil immediately on impact. Perhaps they were not aware of it, but by the time it was noticed and efforts were made to stop the oil, it had gone a long way down the river. It appeared that the equipment which was there was inadequate to contain a spill of this type under those conditions. It is a fast flowing river and perhaps a bit shallow. The current made it almost impossible to trap the oil given the equipment that was being used.

I realize some of the equipment was developed to contain oil spills, Mr. Chairman, and is developed for certain kinds of conditions. Although water may be rough on a lake the water does not move very far, a wave passes, it is only an up and down motion. However, where you have a river, the oil or contaminant is transported a long way in one direction. For

Page 826

containment of oil spills, plans have been undertaken for oceans, ice and lakes. However, on rivers in

those particular conditions, it appeared to me, that the equipment was inadequate and the response time too long before they were able to stop the oil. When they did put in the booms, they could not recover anything. They might as well have let it go and let it evaporate. It seems there are no procedures for river accidents, certainly in that area where you have fast turbulent water, and shallow water where the spill is likely to occur because of rocks, et cetera. I wonder if there are plans in place for different kinds of conditions?

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Todd.

**HON. JOHN TODD:**

If I can address the first question which was asked. I would like to go back to the community roads. We are in the process of, based upon the initiative taken and the request taken by the Standing Committee on Finance, trying to draft a community type agreement with municipalities as to how these roads can be built, et cetera. It is important to clear that up. I agree with the honourable Member and I appreciate his comments that there should be more money in that particular function and I will look forward to his support when I bring it forward in the standing committee, which I am sure I will get.

On the issue of the spills and containment, I understand after the situation which took place at the ferry in the Fort Providence area, that the department has taken steps to improve the equipment and, in particular, the training with respect to oil spills. They have also increased the regulations to ensure the carriers meet with the compliances of the act. I will be bringing forward, probably this week or next week, the annual report for 1992 on the Transportation of Dangerous Goods Act. This will spell out some of the changes which are necessary and the procedures that will take place to avoid the situation which took place earlier last year. There is a recognition of the importance in the environment. With the enormity of the issues in Scotland and in Alaska over the last two or three years, there is clearly a recognition by this department and this government that while our problems maybe small ones, they could be big ones, and therefore we have to make sure we have the proper rules and compliance in place. I am confident we are moving in that direction. There is no question, as Mr. Whitford has said, we certainly need to improve upon our fast reaction equipment and training and that is what we are endeavouring to do at the present time.

It is my understanding, that there has been an improvement in the equipment availability at the ferry and also some additional training done with the staff or the contractors who run that operation.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Are there any general comments? Mr. Patterson.

**MR. PATTERSON:**

Thank you, Mr. Chairman. It is all well and good to talk about what our government can do with regard to environmental protection and marine infrastructure, but I think the federal government has been conspicuous by its absence in some respects in the Northwest Territories. I am particularly referring to areas such as the small crafts harbours program of the Government of Canada, the Ministry of Transport, which has spent tens and hundreds of millions of dollars on small harbour improvement in the most unlikely places, such as freshwater lakes where there is primarily recreational use. I think it has been very politically appealing to the Government of Canada. Unfortunately, by and large they have overlooked the Northwest Territories, where our people are dependent upon the marine economy where the water is a critical transportation system and also a critical means of subsistence harvesting. All of which I know the Minister understands.

I would like to ask what headway has been made with getting the federal government, through the small crafts harbours program, to join with our government in providing for these tremendous needs that we have for marine infrastructure? Have there been any successes to date and will it be an area the Minister will be pursuing? Thank you.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Todd.

**HON. JOHN TODD:**

Mr. Chairman, let me assure the honourable Member we are. I could say there is ongoing discussions and continuing dialogue but that sounds like a load of bureaucratic mumbo jumbo. The reality is that everyone is experiencing tough financial times. We have to be able to argue our point aggressively to seek our share of the pie. With respect to the small crafts harbours program, as the honourable Member knows, I am a strong advocate of that, it does bring about some support for the small fishermen.

Discussions were under way last week with the Coast Guard in Yellowknife by the deputy minister in an effort to try and get

them to see why this infrastructure is important to fishermen and people who use it as tour operators.

To date, to be candid, we have not been very successful. As far as I can determine, my deputy tells me that one of the successes we have had is the Pelly Bay situation, where the hydrographic work was done there. We have upgraded two barge landing sites in Spence Bay and Gjoa Haven. The Coast Guard paid for these expenditures. I want to assure the honourable Member that I intend to address this particular financial expenditure again. We will have continued discussions with Transport Canada and the Coast Guard, but I also want to make it part of the transportation update and strategy because it was not as well laid out and explained, when I read the strategy, as I would have liked. I want to assure him that this kind of infrastructure is a priority in my eyes, particularly as it relates to the more isolated communities that are not on highways and road systems. Our success to date has not been particularly satisfying. Hopefully, in negotiations and in discussions with the appropriate political people, we will be more successful.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Patterson.

**MR. PATTERSON:**

Thank you, Mr. Chairman. I appreciate those comments. Having banged my personal pointed little head against the wall for many years on this small crafts harbour program, I do not underestimate the task before the Minister in trying to liberate some of this money, but I do wish him well. I think that it is a national program and we should demand our fair share of the resources. It is an issue in my riding.

I have talked at length in this House about special problems in Frobisher Bay with the tide and the difficulties of accessing the

Page 827

beach. I am grateful for the work which has been done by the department, to improve the beach in Iqaluit in recent years. I am very impressed with the method of community consultation and the way they have worked with the town and HTA. I am looking forward to doing a little more work again this summer.

I think we could stretch our precious dollars so much farther if we could do so in partnership with the Government of Canada.

I would also like to ask the Minister about bigger issues than the small harbours. I think the Minister also acknowledges that there is also a need for major marine facilities. We really do not have anything in Nunavut, that I know of, except docks that have been built by the private sector, such as Nanisivik. Otherwise, the only good port facilities are either in Quebec, the Maritimes or in Greenland. Is improving our major marine infrastructure requirements also something that is being pursued? I believe there is an opportunity with the discussion of transportation infrastructure with the Government of Canada. It may be diminishing by the day as an election looms. I know there are discussions occurring on the work on the port and road at Coppermine. Are there also other major marine infrastructure requirements which the Minister has in mind, and that the department has identified, for which we should again pursue the federal government to do its part as a national program in cooperation with our government? Are there other large marine projects being pursued? Of course, I have one in mind quite close to home, but I know that Frobisher Bay is not the only major port where it could be done and improvement could be made. Thank you.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

Thank you, Mr. Chairman. The Izok Lake project is a unique self-contained project. I do not see it as part of an overall strategy. I see that as a unique opportunity for Canada to get involved in a major mining venture that can bring significant economic benefits, not only to us as northerners, but to the rest of Canada. I do not see that as intervening in the other efforts we are doing across the territories.

Mr. Patterson is correct. We have put forward a proposal to the federal government as part of that \$5 million strategy which Mazankowski talked about several months ago. Part of that proposal we put in was to look for some dollars to assist in major marine transportation and, in particular, Iqaluit was one that we were looking at as a major port area.

However, as Mr. Patterson said, we are in election mode, and who knows what is going to happen there.

Negotiations or discussions are currently taking place between deputy to deputy. I am cynically optimistic. Is that a contradiction? I am not sure how these discussions will take place. We are, in fact, running out of time in the sense that we will be in full tilt into a federal election. That is going to have an impact because, as the honourable Member for Iqaluit has said, the responsibility lies for this infrastructure with the federal government.

As a new Minister, in looking at what this department has done under the previous Minister, they have done an admirable job in terms of trying to find, within existing resources, some of the marine infrastructure that is required. Not to the point of boredom, but I do want to say we have limited resources. This department has a \$34 million capital budget. Nineteen million dollars goes to roads, airports, et cetera. Even though we do not have the direct jurisdiction for it, the department has done a reasonable job in trying to find money or run things more effectively which would bring about some of the infrastructure that is being required. There is very little marine infrastructure in the Baffin, as the honourable Member says, and also in the Keewatin area. There is reasonable marine infrastructure in the western area, but it still requires significant improvement.

It is my job and responsibility, along with the support of the people in this House, to put forward the appropriate proposals under the NWT strategy to seek the federal government's support for financing this. Otherwise, it will be done on a very ad hoc basis. In summary, we are trying, in this unique situation, to access some of this \$500 million that was put forward by Mr. Mazankowski. We are, within the existing budget, endeavouring to do what little we can to bring up to grade, improve and build new marine infrastructure. We are going to, in the update of the NWT transportation strategy, ensure that marine infrastructure is as equally important as road infrastructure for several parts of the country. The responsibility will then be to, hopefully, negotiate an appropriate joint initiative with the federal government to put this in place.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Are there any general comments? Mr. Ningark.

**MR. NINGARK:**

Thank you, Mr. Chairman. As I have indicated many times in the past three years, building a new road to facilitate all-terrain vehicles is very important in my region and in the region of the honourable Minister himself. More hunters are utilizing all-terrain vehicles to go hunting, especially in the summer.

As everyone knows, job opportunities are few in smaller communities and buying all-terrain vehicles is getting very expensive. So, when we talk about building a road to accommodate all-terrain vehicles, we are talking about economic development. Such roads would facilitate hunting, tourism and recreation. I know the honourable Minister does not speak for the other department, but perhaps when we build a road to accommodate all-terrain vehicles, maybe each department could get together. Renewable Resources, because we are talking about hunting, Economic Development because we are talking about tourism, and MACA because we are talking about recreation. Recreation is one of the healthier forms of life. I hope that the honourable Minister will make every effort to finalize the situation so we can build some roads.

We are not talking about large roads, we are talking about all-terrain vehicle roads. Mr. Chairman, when I travel to Gjoa Haven this is an issue. It is the same thing in Taloyoak, formerly known as Spence Bay and also in Pelly Bay. I have talked to the Minister privately and also in the House. I wonder if the Minister will consider this very seriously. Thank you.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

Thank you, Mr. Chairman. Let me assure the honourable Member that I agree. There is a need for a coordinated approach to these small roads within the communities because there could be not only just the need for

Page 828

places to go to fish and hunt, in terms of people like ourselves, but there could also be the need for a coordinated effort with respect to tourism, whether it is a traditional camp or a site which tourists may want to visit. The approach of the department will be, through a coordinated effort, to ensure that it is not just roads going nowhere, it is roads going somewhere and for some purpose. I want to again assure him that I have

instructed the department to look at the idea of the small community roads. We are developing a draft proposal, almost like a contribution agreement, where we would give some form of contribution to a municipality to build the kinds of roads which Mr. Ningark is talking about. That has not been finalized yet because there has to be some discussions with the ordinary Members. I am reasonably confident we will be able to bring forward a policy which will meet the kinds of concerns that Mr. Ningark and others have raised. I must caution that it is not a bottomless pit, we have to find the resources, and we will more than likely have to find them from within. I would see the determination of the need for these small roads being made in the capital exercise of the municipalities and then determining whether it is a priority or not. There are some limitations to what we can do and I look forward to, once we finalize the draft, discussing it with Members and in particular Mr. Ningark who alerted me to this issue several months ago. Thank you.

**CHAIRMAN (Mr. Pudluk):**

Thank you. General comments. Line by line. Mr. Gargan.

**MR. GARGAN:**

Thank you, Mr. Chairman. During the last few years in Fort Providence they have been doing some work with regard to a community plan. One of the plans is to look at where the present maintenance facility is. They have been looking at whether it may be possible to relocate the maintenance facility in Fort Providence to a different location so the entire riverside area would eventually become residential. Perhaps, even look at relocating the maintenance camp so it is closer to the main highway system.

Mr. Chairman, I noticed that Jeannie Marie-Jewell is not here, but have you ever talked about a tripartite agreement between the Alberta government, this government and the federal government with regard to the possibility of an all-weather road to Fort Chipewyan and onto Fort McMurray? I do not know whether this is still an issue, but if Jeannie were here, I am sure she would have brought that up. I thought I would mention that so you could respond to her on that.

The other thing is with regard to winter roads, winter crossings, for example. What is the possibility, or have you ever looked at the feasibility of having that done privately by private contractors? Is it still the

intention of the Department of Highways to keep doing that? I know there are certain requirements necessary for that and certain kinds of equipment, but the department has that equipment. I do not know why they cannot let Fort Simpson do the one in Fort Liard, or Fort Providence do the one in Fort Providence, Fort McPherson doing the one in Fort McPherson, Arctic Red doing the one in Arctic Red, and Wrigley doing the one in Wrigley. So, there are all those possibilities. It would give the communities the opportunity to create employment.

With regard to highway maintenance, I notice we still have contracts with certain aboriginal organizations. The community of Fort Providence is still interested in that area. Where it would not affect the overall employment of Transportation personnel, I think the community should be given an opportunity. We still have some people who have relocated to Providence because they did not wish to lose their jobs in the Department of Transportation. If the community expressed an interest, I would be interested to see if your department, John, would look at even negotiating a contract in that area.

There were some comments by eastern Members concerning wharfs and that type of thing, but we really do not have anything with regard to an emergency response team. In the western Arctic we have ambulances and fire trucks. In the eastern Arctic, if you run into a situation where people are lost out on the ice or if there is a plane crash, you do not have anything in place. As part of your transportation strategy, you should also be addressing this whole sector. I am not sure if this is your department's responsibility, however, you should be looking at this.

I still have problems with signage. We do not have anything with regard to points of interest in the Northwest Territories in general. There should be a large sign on the Mackenzie River talking about the Mackenzie River. Brian also mentioned the Canadian shield begins around Fort Rae. No one mentions this. I would like to see people stopping, looking, seeing and reading to make it an enjoyable event. This is not happening.

I have one final comment with regard to the weigh scale operation. This only applies to certain times of the day or certain times of the hour. This also includes the whole patrol system. I notice that everyone works from nine to five. There are many truckers travelling on our highway system after five o'clock. There are not any checks and balances with regard to the particular hours of operation.

With regard to the highway patrols, I have noticed that we have highway patrol teams who overnight in the communities. Sometimes they leave, it gets close to 4:00, and they collect overtime by staying that extra hour in certain areas. Perhaps the best way of addressing the issue of highway patrol is to see if it is possible for the department to look at the redistribution of the highway patrol. I am going to be making a motion with regard to this at the appropriate time, Mr. Chairman.

I have two pages of issues with regard to the definitive objectives. Perhaps the Minister might want to respond to some of the issues I have brought up.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Todd.

**HON. JOHN TODD:**

Thank you, Mr. Chairman. With respect to Mr. Gargan's concern with the community plan in Fort Providence and the need to perhaps consider moving the maintenance component, I am told it could be a very expensive exercise. Perhaps with some readjustment and some shrinking of the program it is possible. I would be prepared to take a look at it within the certain financial constraints that we all operate in.

The concern with respect to whether there is a tripartite agreement in place between Alberta, NWT and the federal government with respect to the Fort Chipewyan all-weather

Page 829

road, which is a concern of Mrs. Marie-Jewell's from Thebacha, yes, there are discussions under way. We are far from an agreement but there is a committee which is looking into this and trying to come forward with some compromise as to how we can accomplish this end.

On the winter roads, the honourable Member knows I am a strong proponent of negotiated contracts particularly as they relate to aboriginal people. As you know, I have made no apologies for that. I want to assure him that the department has been given instructions that where there are significant economic benefits, and where it is cost-effective, we will continue in that vein. With that in mind, I want to assure the honourable Member, that most of the winter roads we are doing, 60 per cent, are being done by private contractors, particularly in the

Mackenzie and Delta area. We recently negotiated a contract with Nishi-Khon/PCL for the Lac La Martre-Rae Lakes road. I am hopeful and confident that these kinds of initiatives and that kind of financial expenditure will result in making life a little better for those who are active in it. I am confident that this can happen.

On the maintenance of highways, the honourable Members knows there is a significant amount of aboriginal and northern people who are permanent employees of the department. That has to be taken into consideration when we look at privatizing the maintenance of the highways. This is being looked at. We are working on this problem. Perhaps not as much as some would like, but we have to give due consideration to northern people who are sitting in permanent positions in that particular function. I want to assure the honourable Member that where it can be done, and everybody knows my record on privatization, I am a strong proponent of that, but where it can be done and does not jeopardize northern employment, whether it is the transfer of people to the private sector, or whatever, we are certainly prepared to take a look at it.

On the Member's concerns with respect to emergency response, I think it is woefully inadequate. There is no question of that. It is a concern which has been raised by others. The department is part of a coordinated effort under MACA to look into this. I think we, as an Assembly, need to take a hard look at the resources which we are putting into it and hopefully this can be accomplished over the next six to eight months.

I agree with the Member with respect to signage. I think we need to get signs out that tell a story. We have to tell our story regarding what the north is all about. I did a bit of a tour of Newfoundland recently and travelled their highways. On their highways, there are signs that tell you everything. They tell you what you are coming to, what you are going to see, where the visitors centres are, where the coffee shops are, et cetera. I would agree with the honourable Member that we have to get a little more creative. It does not cost a heck of a lot more money to let people know where they are and what is there, et cetera. I will take a look at this and ask the department to take a look at this. Perhaps, as has been suggested, we should become a little more creative in telling the message and the story which we have to tell.

Regarding the weigh scale operation, it is my understanding that we do currently run two shifts. We are working towards

trying to improve it. We recognize we do not capture everyone who we want to capture.

Hopefully, we can make things more effective than they are. Again, we are working under certain financial limitations. I know that the honourable Member has a long-standing dispute with the highway patrol. I will look into this matter more carefully to see if we can improve the need to be more vigilant with respect to the weigh scale operation. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. General comments, Mr. Gargan.

**MR. GARGAN:**

Thank you, Mr. Chairman. Mr. Chairman, with regard to the relocation of the maintenance facility in Fort Providence, we no longer require graders as opposed to trucks with blades on them. Eventually I see the maintenance facility in Fort Providence reducing. It is not going to cost the department that much more to build a smaller facility. I would hope that is the long-term plan. In the meantime, with the improvement of the highway system with chip seal or pavement, you will see a reduction in the maintenance cost. You will probably have to downgrade your equipment to just use it for scraping snow as opposed to gravel.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

The Member is correct. As we move forward with improving the highways, however slow it is with limited dollars, there certainly will be a requirement to change our method of operation which will hopefully result in lower maintenance costs. I want to assure Mr. Gargan that we are going to take a look at the Fort Providence situation, if there is a give and take with respect to the size of it and what is now required as opposed to what was required in the past, I am sure we can come to an appropriate compromise that would meet both the department's and his constituency's requirements. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. General comments. Mr. Antoine.

**MR. ANTOINE:**

Thank you, Mr. Chairman. I have a few comments I want to make on the Department of Transportation. My first comment deals with the transportation strategy. I am glad to hear that the Minister and his department are going to be pursuing this transportation strategy developed by the former government. One area that concerns me the most is the highway going down the Mackenzie Valley. Presently there is work that began in the Wrigley area at Willow Lake River to build a bridge and upgrade the existing highway to be used by June of 1994. I am quite happy and it is an indication by the government that they are moving ahead with the strategy. My concern is what comes after that? There has been talk for many years that the Mackenzie Highway will continue down the Mackenzie Valley to Wrigley, north to Fort Norman, to Norman Wells, and on to Inuvik. What is the position of the Department of Transportation continuing the highway down the valley past Wrigley? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

There are no plans under the existing fiscal framework that we have to continue with any highway,

Page 830

other than what we have done. The work that was done on that highway up to Mr. Antoine's riding was a federal responsibility that was negotiated in previous years. We now take the responsibility for the operating and maintenance of it and we are putting in that bridge this year. I want to assure the Member that this is a priority clearly in the eyes of the department and myself. There are some rumours afoot that perhaps the energy that is being put into Izok Lake will take away from the bigger scheme of things. That is simply not true. Izok Lake is a specific project that we are going to deal with, but we are going to continue to deal with the overall transportation strategy which includes the completion of the Mackenzie Valley Highway. However, everyone knows that requires significant federal investment in public infrastructure.

Once we have brought the NWT transportation strategy up to what I call "1993 conditions" in consultation with the honourable Member and others,

I would see that as a negotiation document for me to move forward, with whoever our new federal counterparts are going to be, to seek funding through a joint initiative to carry on with this large scale road project. It was an issue which was raised in a meeting recently in Norman Wells and I did have some communication with people there. It does require significant federal funding. It is no different than what is happening in the other jurisdictions in Canada, whether it is the QEW in Ontario that is jointly provincially and federally funded or the ferries in BC or the maritimes. We are asking for the same conditions and negotiated deals as are being made with the provincial jurisdictions. I am optimistic that we can move quickly to bring the strategy up to 1993 conditions. Then, we would move to discuss it with our federal counterparts. If you think optimistically, we would hopefully come forward with a reasonable agreement as was originally in the 1989-90 NWT transportation strategy. I think it is incumbent upon me to say at this time that with the limited resources that we have, it simply requires significant federal dollars to accomplish any of it. It is a priority and I am optimistic that by the end of the summer we will be in a position to start negotiations with our federal counterparts.

**CHAIRMAN (Mr. Ningark):**

Thank you. Member for Nahendeh.

**MR. ANTOINE:**

Thank you. I wanted to ask a question with regard to airports in the transportation strategy. In the plan it calls for airports to be built in certain communities. One of these airports was bumped back, it was supposed to be built in 1992-93 in Nahanni Butte. I was wondering if you could tell me if it is still in the plans? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Todd.

**HON. JOHN TODD:**

There are about four or five communities left in the Northwest Territories without airstrips of different degrees and Nahanni Butte is one of them. There was an agreement reached on airports between the federal and territorial governments to upgrade and build new airports in certain communities. Nahanni Butte, as I understand it, was not part of that agreement. Whatever happens in Nahanni Butte will

have to come out of our existing resources. I would put the question back to the honourable Member by saying, if this is a priority in the eyes of the people in Nahanni Butte, we will endeavour, in our capital exercise, to fit it in somewhere in the plan. It was not part of the initial federal/territorial government agreement to build these "b" and "c" airports.

It would be our intent to incorporate it into the overall capital plan within our existing resources. I do not know when that can happen, but it certainly appears that is where the money would have to come from.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Antoine.

**MR. ANTOINE:**

Thank you. Last summer, I was raising concerns with the previous Minister of Transportation about the state of some of the highway system in my constituency. During the summer, it was very rough. I sometimes drive to Yellowknife to do my work over here. Normally, it takes about seven to eight hours, but last summer it took me longer because the roads were very bad. I think that was the first summer they tried something different. I think they put oil on certain parts of the highway system. The workers who put this oil on, DL-10 recommended by your department, were telling me they are supposed to work it a certain way, but they were treating it like a calcium approach to the highway. As a result, the road conditions were very bad in some areas. By the time freeze-up came, I do not think these roads were fixed the way they were supposed to be. I am anticipating another very bad driving summer in my area. Could the Minister tell me if his department is going to do something about the road conditions in my constituency? Thank you.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

Thank you, Mr. Chairman. It is my understanding that this DL-10 was an alternative experiment to calcium on the highways that was a success in some areas and did not work as well in other areas. It is my understanding there is going to be a continuation of the experiment this year to see how effective it is. If there are particular areas that we did not do as well in, then we could perhaps review and take another look at whether we should continue with this

experiment. It was an experimental alternative to calcium. I do not know if that answers the question, but we certainly would try to improve the highways. We intend to continue with more experiments with DL-10, an alternative to calcium. Hopefully, if there were problems that Mr. Antoine is alluding to, I am sure they were brought to our attention. We would be in a position this summer and spring to make sure that it does not happen again.

**CHAIRMAN (Mr. Pudluk):**

Mr. Antoine.

**MR. ANTOINE:**

If the highways are still in bad shape, I will make sure that I bring it to your attention as soon as I can. Thank you.

The other area of concern in my constituency was brought to my attention quite a few times from the communities of Fort Liard and Fort Simpson. On our river called Poplar River, on the highway system south from Fort Simpson the road washed out in 1988 when we had a great deal of water in our country toward the end of June, beginning of July. There was a great deal of rain, so it washed out many bridges. There is a major culvert in this area that failed to keep the water from the road. Up to this day, there is a temporary bridge on the side which is very small. It is very difficult or impossible to transport large

Page 831

houses across that bridge. There was a situation where someone from Fort Liard wanted to transport a house trailer into Fort Liard. He could not bring it in from the BC side because there was a narrow bridge. They brought it in all the way around to High Level, up to Enterprise, around this way close to Simpson and brought it in toward Liard. When they got to the bridge, they had some problems with it, but they managed to get it across. This is the problem that exists there. The people from Liard always ask me, "When are they going to put a decent bridge at Poplar River?" Is there anything in the plans in your department to put a decent bridge or bigger bridge at Poplar River? Thank you.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**



Thank you, Mr. Chairman. Yes, my understanding from the department is that there was a huge culvert in that area that washed away in the late 1980s. It is in the capital plan to put in a permanent bridge in that area. I am not in the position right now to know exactly when it is. I can get back to the Member on that, but there is clearly a recognition that what we have there is of a temporary nature. It simply does not meet the requirements of that particular road infrastructure and bridge. We will, in our capital plan, make provision for that to take place.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Antoine.

**MR. ANTOINE:**

Thank you, Mr. Chairman. Another concern that was raised by some of my constituents in Liard and Nahanni Butte is in regard to survival cabins. On the highway system, between Simpson and Hay River, every 30 kilometres there is a log cabin on a pullover. It has a stove and wood cut there, in case people have problems along the highway in the winter time, they have a place for survival. The request from the community of Liard and Nahanni Butte is, is there anything in the plans in the policy to put survival cabins on that stretch between Fort Liard and Fort Simpson? They ask because this fall, there was an incident where someone went out with a vehicle to Fort Simpson, and on the way to Simpson, they hit a buffalo, and they went in a ditch. It was about 30 or 40 below zero. Just by luck, the wife of this individual was able to get the RCMP on the road and found them quite a few hours later. It was very cold. If no one went looking for this person, they would have had a tragedy there. The reason for the survival cabins is to take care of people who may have accidents along the highway. The request came from the communities because of this incident. Could the Minister tell me if there is anything in the plans in Transportation for survival cabins? Thank you.

**CHAIRMAN (Mr. Pudluk):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

Thank you, Mr. Chairman. It is my understanding from the department that these log cabins were part of the original construction. However, I am one of these kinds of people who say, "What is good for Hay River should be good for Nahanni and Fort Liard."

We will look at it and see if, in fact, it is feasible and what costs relate to it. We want to make sure in large stretches of the road, particularly during the winter in this part of the country, that there are some kind of survival cabins. Again, Mr. Chairman, we would have to look at it to see what kind of costs would be attached to it. I would be prepared to get back to the honourable Member once we have done an analysis. I would like to say that I have been told, and it may be because I have not been in any accidents, that the cabins which are currently in place between Fort Simpson and Hay River are not used that much. In fact, I am not sure they are being used at all. However, I believe the concern which has been raised is with regard to the accident which took place last year. It is a legitimate concern so we will look into it and get back to the honourable Member before the end of the summer.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**MR. ANTOINE:**

Thank you. Another concern I have is regarding highway patrol in my area. I have never received any tickets from them so that is not the problem. I am told that the highway patrol position out of Fort Liard has moved, they have taken the PY out of there and moved it to the Hay River area. There is a weigh scale there and I understand it will not be used any longer. I was wondering if the Minister could explain to me what is going on here. Thank you.

**CHAIRMAN (Mr. Ningark):**

Mr. Minister.

**HON. JOHN TODD:**

Highway patrol, it reminds me of when I was a kid and we used to have a program called "Highway Patrol." They used to say 10-4, I think it was Dan Matthews. I understand what the honourable Member is saying. I am not that familiar with this particular situation but the department tells me there is insignificant traffic to warrant that kind of expenditure. While there is no permanent highway patrol in that area, it is covered by these mobile patrols which take place. I will be very candid, I am not familiar with this situation. I will be prepared to look into it and get back to the Member. Right now it is a situation of insufficient traffic, it does not warrant the kind of expenditure we have, we are covering it off by mobile patrols, but I will

get more details to the Member just to confirm it.  
Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. General comments. Mr. Lewis.

**MR. LEWIS:**

I do not have much to say, Mr. Chairman, but I am taking a lesson from those people who spend a great deal of time listening. I have a few comments to make. When you build a transportation system you have to be fairly sure what your objective is, what it is you are trying to do. I hear all kinds of talk about what we should do, and usually if you are going to spend millions and millions of dollars, you had better have a proper handle on what kind of investment you are making and for what purpose.

We know, for example, the railway which went all the way up to Churchill was built because they were going to ship all kinds of wheat from the prairies to Europe. They were able to justify the cost of the railway by looking at the difference in shipping it by rail to the coast before the St. Lawrence seaway was built, which was very expensive. They figured, economically, that made sense. We have a railway built in the west because there was a huge deposit in Pine Point. They looked at the economics of that, the life of the deposit and figured out to the dollar what the economics of it would be.

So, I hear all kinds of proposals about developing infrastructure as if it is just a good idea. We have to have it because it is

Page 832

good to have infrastructure. However, you have to have a good handle on what that is going to do, what is the benefit of it. You cannot just have a dream or a vision unless you have some facts and figures to deal with. I would be very concerned if we continue to look at projects without really having a proper handle on what we are getting into and something which we can justify to the public on the basis of real knowledge of what we know.

I have a few questions. In the early 1970s there was great talk about the Mackenzie Valley. We could have a road all the way up the Mackenzie. I remember our MP from Fort McPherson was very interested in a railroad. I think it was an NDP position, rather than his own personal position.

I would like to ask the Minister, the railroad which we have right now, there is only a small portion of it in the territories, what use is made of that small bit of steel that comes through Alberta as far as Hay River? What use is made of that railroad right now?

**CHAIRMAN (Mr. Ningark):**

Mr. Minister.

**HON. JOHN TODD:**

Mr. Chairman, I did not even know we had one. My understanding is, since the closing down of the Pine Point operation, the traffic on the Hay River railway, Mr. Gamble tells me, is marginal.

**CHAIRMAN (Mr. Ningark):**

Mr. Lewis.

**MR. LEWIS:**

That is an answer that does not give much information. I would like to have some ideas as to... We have it there, I know there are trains which come up there with something on them, but I cannot figure out what they bring into Hay River. They must take something into Hay River that makes it worthwhile keeping that line open.

**CHAIRMAN (Mr. Ningark):**

Mr. Minister.

**HON. JOHN TODD:**

I understand what Mr. Lewis is saying. If you look at, for example, the Manitoba railway up to Churchill, there is no alternative, therefore it brings in the fuel, freight, food and everything into the Churchill area and then it is transported by air or NTCL in the summer months. I would suspect, and as I said I do not know very much about this railway out of Hay River, you have competing interests in terms of the highway, you have a reduction in terms of the requirement for that type of operation because of the Pine Point mine closing and it just simply cannot compete. I do not know whether that answers Mr. Lewis's question, but to the best of my knowledge that would be why it is not being utilized as well as it has been in the past. Of course you have major jet service into most of the communities in that particular area. I could let Mr. Gamble give you more information if you require it.

**CHAIRMAN (Mr. Ningark):**

Thank you. General comments. Mr. Lewis.

**MR. LEWIS:**

I know that the federal government has been interested for a long time in getting this road up the Mackenzie Valley. It was a big issue during the 1970s and there was tremendous debate over the need to get a corridor because they were talking about a pipeline and all kinds of things related to oil and gas in the Beaufort Sea. Again, I never got a good sense of the economics of it. What exactly was going to be achieved by it, how much money would it cost and so on? It is possible to get an update on what the thinking currently is on the value of a Mackenzie Valley road? At one time, if you will recall, there was this dream of having a road all the way to the Arctic coast, but that is there now to some degree because of the Dempster. It does not come through our part of the world, but there is a way to get that far north which takes you through the Yukon and only partially through the territories. What is the current thinking about the value of that Mackenzie Valley corridor?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.,

**HON. JOHN TODD:**

When you look at major public infrastructure, as I said earlier and I will say again, it requires significant federal involvement. How do you get federal involvement? You get federal involvement when they pay attention to issues such as Dome Petroleum with the pipeline, et cetera.

As Mr. Lewis has said, in the 1970s there was a great deal of interest because the federal government felt that a highway infrastructure would be complimentary to a pipeline and to the oil and gas exploration which was taking place in the Beaufort. I suspect this was the political thinking at the time.

As to the current thinking, I am really not up on what the current federal government thinking is. I have been in this portfolio for three months. I have not had an opportunity to meet with my federal counterpart. I suspect there will be a new one after the next national election. I would suspect we have to convince the federal government that there is a real need for this project and it is going to benefit and meet the

aspirations and needs of the Northwest Territories residents.

I am not one of these individuals who is convinced you necessarily need to have an objective at the end of the road. If we had done that, would the QEW have been built, would the roads in the provinces have been done? The federal government cost shares and subsidizes the Newfoundland ferries, et cetera. What we need to do is have a receptive federal government. I am not suggesting the current one is not, but we need to have one that is. We have to get on the national agenda. I have said this on a number of occasions. It is my intention, with my limited expertise, that when we do the update on the NWT strategy which Mr. Lewis and others will be involved in, to move transportation onto the national agenda. To do this, we have to be able to determine what we can realistically accomplish.

As we move into the 1990s with looking at the federal government restraint, I do not know. I have to think optimistically that we have the capacity and the ability to convince the powers that be, whoever they are, that there is a need to take a hard look at what we are doing in this country, whether it is a road to Izok Lake which is specifically designated to a mine, or whether it is to meet the needs and aspirations of the people in the Mackenzie Delta. I am not sure if this answers Mr. Lewis's questions, but this is how I feel about it.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Lewis.

Page 833

**MR. LEWIS:**

I am at a little bit of a loss to understand how someone could say that a transportation strategy does not have to have an objective. There is no problem in getting a road to nowhere as long as someone else is paying for it. The reality is that we are paying for it as we are all taxpayers. We either pay it here or we pay it somewhere else, but we are all paying for it somehow. To make a statement that it does not matter whether you have an objective or not, as long as we do not get stuck with the bill, it would be a very difficult thing to sell that we want a road because we like roads. We just happen to like the look of a road, whether it is going anywhere does not make any difference but we like them. So, if you have some money, give us the money so that we can build those things we like to have, without any objective. It

could be a road from point A to point B, and it will look good from the air. It would be a wonderful thing to be able to see that road when you fly from point A to B. The fact that it has no objective is immaterial, it does not matter. Is the Minister, again, teasing us? Is he, in fact, being light-hearted about this business of whether a road or transportation system should have an objective because he has been light-hearted with us before? He said he was only fibbing, or he was only teasing us. Is he serious about it not being necessary to have an objective for a transportation system or strategy?

**CHAIRMAN (Mr. Ningark):**

Mr. Todd.

**HON. JOHN TODD:**

Yes, I am being serious about the need for an objective for a transportation strategy. If Mr. Lewis misinterpreted what I was saying, then I apologize. What I am saying is, I will use Izok Lake for an example, it is project- specific. We go to the federal government and we can demonstrate clearly the net benefits to Canada and to the Northwest Territories and why there is a need for public infrastructure.

With regard to the Mackenzie Valley highway, hopefully we would be able to tie in some serious arguments as to why that should also take place. There is some discussions, for example, taking place with Hondo with respect to oil and gas in that area. There could be a whole new exploration activity take place in the Beaufort. There is no reason why we could not demonstrate to the federal government that if it was prepared to put in this kind of public infrastructure money, as it has done in other provinces, we could bring significant net benefits to Canada and to the Northwest Territories.

While I do occasionally jest, I do not see any harm in the odd piece of humour in this House, which sometimes tends to be too serious.

**AN HON. MEMBER:**

Hear, hear.

**CHAIRMAN (Mr. Ningark):**

Thank you. Are there any general comments? Mr. Koe.

**MR. KOE:**

Thank you. With all due respect to my colleague, Mr. Lewis, who has many paved roads and highways in his jurisdiction, I would not mind a road up the Mackenzie Valley so I can get home once in awhile in a direct link rather than going through the Yukon. It is going somewhere, it is going to Inuvik.

---Laughter

There is something at the end of the road. There are also many other communities which are proposed to link up with that highway if it ever goes through.

I would be remiss if I did not speak about the Dempster. There are many concerns from the residents in the Mackenzie Valley who are linked to the Dempster. Over the years there have been some accidents on the road and there is a serious concern by truckers and other people who use it, as to the safety of the road. I know it is in the current strategy and it is on the plans to do some major upgrading and renovations to it. I would push to accelerate those plans because according to statistics I think we have had nearly the second highest amount of visitor traffic or registered traffic on the road, somewhere in the neighbourhood of eight to ten thousand vehicles that registered in one of the visitors' centres along the highway. A great deal of new traffic travels up there but with it there is also a great deal of complaints, the dust, the width of the highway and the conditions of the highway. I hope that in the new strategy, the Dempster becomes a priority in terms of what exists, get it upgraded and make it safe so that our people who use it can drive in comfort and safety and not be concerned about any disasters. I wanted to put that plug in.

I also want to talk about bridges, as I know there has been discussion about constructing bridges. There are three crossings on the Dempster Highway, one at Peel River, one at Arctic Red River and then the junction at Arctic Red River and the Mackenzie River. The one that would deserve some looking at, and I am sure there has been some preliminary work done is at the Peel crossing, especially at breakup and freeze-up times. You do not have the highly technical things that go on at the Fort Providence crossing with the bubble hoses and the high-tech ice making equipment. I know it takes much longer when freeze-up comes and when breakup comes. At least traffic can get into the airport at Fort McPherson, and you can get your food goods at those times. We have all heard about the high prices and they tend to get higher, just as in Yellowknife, but more so up in the Delta, when the ferries are not operable.

The other place I would like to put a plug in for is Arctic Red River, the crossing from the highway to the community. I am sure you are aware that Arctic Red River is one of the communities without an airport. They have no access other than by helicopter during spring and freeze-up times. They have always wanted some kind of emergency strip so they can have access to emergency services and regular services. I know that the community is considered to be on the highway, but there just happens to be a river between the highway and the community. I am not sure if any work is being done in that area and I would like to get some comments back from the Minister before I proceed. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

Thank you, Mr. Chairman. I am sure that our honourable colleague, Mr. Lewis, will be on our side when we build the bridge on the Mackenzie Highway.

**MR. LEWIS:**

(Microphone turned off)

---Laughter

Page 834

**HON. JOHN TODD:** We will also build the one to Edmonton. Mr. Chairman, with respect to the upgrading of the Dempster, as Mr. Koe has talked about, there is additional maintenance money into the maintenance of that highway and we are doing the best job possible given the resources we have. It is recognized as important and there is some additional maintenance money already allocated.

Regarding the Peel River crossing, there has been some work done looking at the possibility of a bridge there, but the initial engineering studies and consultants indicate that it is a \$20 million exercise. That is a great deal of money, no matter how you look at it. We could probably go back to that issue, but with those kind of numbers, even though it is 15 or 20 per cent off, you are still talking about \$10 million to \$15 million. Again, the reality is we have \$20 million to do all these projects and it makes it a little out of reach with respect to that particular issue.

Looking at the possibility of an alternative small airstrip at Arctic Red, particularly during breakup, no

work has been done on that issue. I will undertake, if Mr. Koe wants me to, to review it and look at the possibility of costing out the difference between what it would cost for an airstrip and a bridge. I will undertake that right away. I am told by Mr. Gamble if we did have the capacity to put in a bridge to Arctic Red, it would also give us access to the Fort McPherson airport. That may be the kind of alternative we can look at.

However, for the Peel River crossing, we are looking at a huge chunk of change. I suggest to you at this time, given the limitations, that is unrealistic.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Koe.

**MR. KOE:**

Thank you very much. I am sure the residents of the area would appreciate a cost-benefit analysis of a bridge versus an airport at Arctic Red.

I would also like to put another plug in for the development and construction of the Mackenzie Highway from Wrigley through to Inuvik and possibly through to Tuktoyaktuk. I know that is in the current transportation strategy and that there are many benefits for residents of the communities along the proposed highway. There will be benefits of employment, creation of employment, and the jobs that go with maintaining and constructing a highway. I think it would open up the tourism aspects and the oil and gas potential along that route. There is a great deal of exploration that has gone on and my feeling and knowledge is that there are many areas waiting to be developed once companies have access to less expensive transportation linkages. So, I think the benefits, once studies are done, would be quantifiable and a tremendous boost to the economy of the north.

I know there is a road to Inuvik that ties in with the winter roads, but if you had a loop like you have here in terms of the Simpson and Alberta linkage, you would probably see a huge increase in the numbers of vehicles and visitors which come to our area. I would just like to make those comments.

I would like to support the Minister in terms of maintenance contracts. We have to use local groups and contractors. We have to get away from the multi-million dollar contracts. We have to break them down or encourage local companies to join forces to enable them to bid and do the work required on some of

these highways for construction or upgrading. The same with brushing, continually we need to keep the brush down on the sides of the roads. There are community groups that can do this work without a great deal of expense. If we are going to spend the money, I encourage the department to negotiate and continue the program of negotiating with local groups.

I do have a question in terms of highways. When the federal government announced their billion dollar highway initiative, the Dempster Highway was not included in their national highway system. How do highways get a national rating?

**CHAIRMAN (Mr. Ningark):**

Thank you. Minister of Transportation, Mr. Todd.

**HON. JOHN TODD:**

I am not familiar with that issue, Mr. Koe. I would ask if Mr. Gamble could answer that question.

**CHAIRMAN (Mr. Ningark):**

Mr. Gamble.

**MR. GAMBLE:**

In establishing the national highway system, most of the highways were based on traffic. In the federal/provincial committee, we did manage to get the highway to Yellowknife included on the basis that it was a highway to a national capital. That was one of the criteria. None of the other highways in the Northwest Territories met the established criteria for traffic volume.

**HON. JOHN TODD:**

If I may, Mr. Koe, I also want to reassure you with respect to maintenance et cetera, the philosophy of the department is no different than the philosophy of Public Works. That is, we will look at the types of joint ventures and negotiated contracts which meet the fiscal needs of the department and the economic needs of the people in the area. I intend to monitor, very closely, the negotiated contracts to ensure that the net benefits are accrued to those who most need them. That is, the groups and the community groups which are put together. Yes, we will continue with that.

The intent of that would be to go on forever, that it would provide the kind of expertise and knowledge which would then make people more competitive and

provide the opportunity for people to bid in a normal tender process. It would be on a project by project basis, but at some point it would have to bring about the skill and knowledge which would make those groups have more ability to tender and compete. We are currently looking at operations, for example, in Lutsel K'e, Lac La Martre, possibly in Fort Providence, et cetera. I want to ensure him that we will continue to approach that in his riding as well. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. General comments. Mr. Koe.

**MR. KOE:**

I would like to thank the Minister for being direct and forthright. I encourage him to continue and to ensure that the issues I raised and the projects which have been raised by my colleagues get a high priority on his new transportation strategy.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister, do we have your assurance?

Page 835

**HON. JOHN TODD:**

Yes. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Line by line.

**SOME HON. MEMBERS:**

Agreed.

---Agreed

Directorate

**CHAIRMAN (Mr. Ningark):**

Thank you. Page 09-8, directorate. This is the activity summary of the 1993-94 Main Estimates. Total O and M, \$2.314 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

Transportation Engineering

**CHAIRMAN (Mr. Ningark):**

Thank you. Transportation engineering. Total O and M, \$3.098 million.

**SOME HON. MEMBERS:**

Agreed.

--Agreed

Marine Services

**CHAIRMAN (Mr. Ningark):**

Thank you. Page 09-10, marine services. Total O and M, \$4.019 million. Mr. Koe.

**MR. KOE:**

Thank you, Mr. Chairman. I have a question in terms of ferry operations. Who regulates the hours of operation of the ferries?

**CHAIRMAN (Mr. Ningark):**

Mr. Minister.

**HON. JOHN TODD:**

Thank you, Mr. Chairman. The department regulates the hours of operation of the ferry.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Koe.

**MR. KOE:**

Are they flexible in terms of the operations, or does it depend on the amount of traffic? How are they set and are they negotiated in the contract with the various ferry operators?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

Yes, they are individually negotiated. Much of it is contingent upon the volume of traffic, et cetera. It is a fairly flexible approach to hours of operation, I believe.

**CHAIRMAN (Mr. Ningark):**

Mahsi. Mr. Koe.

**MR. KOE:**

If customers in a community want to extend or change hours on a specific weekend, is that negotiable? Can that be done?

**CHAIRMAN (Mr. Ningark):**

Mr. Minister.

**HON. JOHN TODD:**

You have to remember, Mr. Chairman, that we are under contractual agreements with contractors to run the ferries. I would suspect that like a pilot of an airplane, a pilot of a boat has to work within certain hours. It would all be contingent, I suspect, upon what back-up crews they have, et cetera. I am not sure how much flexibility we would have. Mr. Gamble could probably answer that more directly than I can.

**CHAIRMAN (Mr. Ningark):**

Mr. Gamble. Okay, Mr. Koe.

**MR. KOE:**

I will give an example. In the Delta, every June or July, there is the midway lake festival and it is a 24 hour festival in the foothills. There is a great deal of traffic from Inuvik and Fort McPherson which has to use both crossings, but the main one is the Peel River crossing, and it closes at midnight. There does not seem to be any flexibility to extend those hours. As I say, it is at times like that when there is a high volume of traffic that warrants some consideration. I wonder how or if this can happen, and if hours can be extended if you know before hand.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JOHN TODD:**

I do not see any difficulty when you have a unique situation like that, such as a special event which is going to generate a lot of traffic. I think the only condition I would suggest is that we be given sufficient notice so we can organize it properly. I do not anticipate a problem there. If it has been in the past, I am sure we can issue a directive to imply that. I would say the principle condition would be to have

good advance notice so we can make the appropriate arrangements, but I do not see a problem.

**CHAIRMAN (Mr. Ningark):**

Qujannamiik. Marine services, total O and M, \$4.019 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

--Agreed

Highway Operations

**CHAIRMAN (Mr. Ningark):**

Thank you. Highway operations, total O and M, \$19.231 million. Mr. Whitford.

**MR. WHITFORD:**

Thank you, Mr. Chairman. In the winter road construction they maintain a winter road network. We have quite a number of miles of winter roads. Is the Alberta portion included, which is through the park from Fort Chipewyan, in this winter road network?

**CHAIRMAN (Mr. Ningark):**

Qujannamiik. Mr. Minister.

**HON. JOHN TODD:**

We have 1,800 kilometres of winter road in place. No, it does not include the Fort Chipewyan road.

**CHAIRMAN (Mr. Ningark):**

Mahsi. Mr. Whitford.

**MR. WHITFORD:**

Thank you, Mr. Chairman. Perhaps the Minister is correct and it does not include that. This House knows there was an area of concern. This road is beneficial to a particular community and there was pressure put on the government to work at this road. At the last minute, it almost appeared that this road was not going to go through. I suspect this will happen again next year. Would the Minister look into the commitment from this government and both the Alberta

and federal governments to get this road in early, and not wait until the last minute, to avoid the harangue which took place previously?

**CHAIRMAN (Mr. Ningark):**

Mr. Todd, would you inquire into the matter with the other jurisdictions?

**HON. JOHN TODD:**

I understand, Mr. Chairman, that the efforts of the previous Minister were highly successful in acquiring funding to do this. It was a one shot deal. I certainly do not want to be harangued for that particular road. Every effort will be made to come to a satisfactory agreement that will enable this road to go forward. However, at this time I am not in a position to say whether it will or not until we try to come to some agreement.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Whitford.

**MR. WHITFORD:**

Thank you. To avoid any delay, I would caution the Minister to get the negotiations under way early before freeze-up so that this can be secured, if indeed they are going to continue. I think it is of great importance to some communities. The earlier the better. This was a comment only, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Todd.

**HON. JOHN TODD:**

I want to assure the Member that we did have, and I understand it was done under the previous Minister, a commitment to meet with the federal and Alberta people in an effort to try to resolve that this spring. Again, I cannot say this is going to be resolved because negotiations are under way. It is our intention to try to come to some timely conclusion to these discussions so we can meet the winter road requirements early rather than late as has happened in the past.

**CHAIRMAN (Mr. Ningark):**

Thank you. Highway operations, total O and M, \$19 million. Mr. Gargan.



**MR. GARGAN:**

Thank you, Mr. Chairman. I would like to introduce a motion at this time.

**CHAIRMAN (Mr. Ningark):**

Please proceed, Mr. Gargan.

Committee Motion 80-12(3): Relocation Of Highway Patrol Personnel

**MR. GARGAN:**

Thank you, Mr. Chairman. I move, that this committee recommends that the Minister responsible for the Department of Transportation review the present operational location of the highway patrol personnel with a view to having the personnel relocated to communities within the highway system for which they have responsibility for.

**CHAIRMAN (Mr. Ningark):**

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

**MR. GARGAN:**

Mr. Chairman, most of the patrol personnel are here in Yellowknife and Hay River. I would hope that by redistributing the personnel that we would, in the spirit of community transfer initiatives, see that the communities would be able to have jurisdiction over certain parts of the highway and be able to carry out those responsibilities, and that part of the personnel who would stay in the communities.

Mr. Chairman, I see the highway patrols which go into the communities. I see them leave the communities during certain parts of the day. For all the travel they do, I do not think the government should be spending more monies on overtime, the wear and tear of the vehicles, or for gasoline, if in fact those individuals could be located in the communities, and I would hope this would relieve other highway patrol personnel in other areas. I am looking at having something like in Eagles Plain, in Fort McPherson, Arctic Red River, Inuvik, Yellowknife, Fort Rae, Fort Providence, Fort Simpson, Fort Liard, Fort Wrigley, Enterprise, Hay River, Fort Smith and Fort Resolution. Those are all the communities which are on the highway system. If we are looking at the responsibility being transferred with regard to the transfer initiative, I think this is one area which the department should be open for suggestions.

It is a recommendation and nothing more. I would hope the department would seriously look at it. Thank you.

**CHAIRMAN (Mr. Ningark):**

To the motion.

**AN HON. MEMBER:**

Question.

**CHAIRMAN (Mr. Ningark):**

Question has been called. Mr. Clerk, would you please ring the bell. All those in favour? All those opposed? Motion is carried.

---Carried

---Applause

Highway Operations

Highway operations, total O and M, \$19.231 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

Arctic Airports

**CHAIRMAN (Mr. Ningark):**

Thank you. Arctic airports, total O and M, \$13.321 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

Motor Vehicles

**CHAIRMAN (Mr. Ningark):**

Thank you. Motor vehicles, total O and M, \$2.442 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

Highway Transport Board

**CHAIRMAN (Mr. Ningark):**

Thank you. Highway transport board, total O and M, \$151,000. Mr. Gargan.

Page 837

**MR. GARGAN:**

With regard to the page 09-13, under motor vehicles, has the Minister been keeping track of seat belt violations?

**CHAIRMAN (Mr. Ningark):**

Mr. Todd. Mr. Gargan, motor vehicles is concluded. Do you wish to go back to that page? Thank you.

---Laughter

Thank you very much. Highway transport board, total O and M, \$151,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

Transportation Planning

**CHAIRMAN (Mr. Ningark):**

Thank you. Transportation planning, total O and M, \$1.187 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Thank you. Details of work performed on behalf of third-parties. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Total department, \$3.233 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Program summary, total O and M, \$45.763 million. Agreed?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Does this committee agree that we conclude this department?

**SOME HON. MEMBERS:**

Agreed.

---Agreed

**CHAIRMAN (Mr. Ningark):**

Thank you. I would like to thank the witnesses and the Minister. It being 6:00, I will recognize the clock. I will rise and report progress.

**MR. SPEAKER:**

Item 19, report of committee of the whole. Mr. Chairman.

ITEM 19: REPORT OF COMMITTEE OF THE WHOLE

**CHAIRMAN (Mr. Ningark):**

Mr. Speaker, your committee has been considering Bill 17, and would like to report progress with one motion being adopted. Mr. Speaker, I move that the report of the committee of the whole be concurred with. Thank you.

**MR. SPEAKER:**

Seconded by Mr. Dent. The motion is in order. All those in favour? All those opposed. Motion is carried.

---Carried.

Item 20, third reading of bills. Ms. Mike.

ITEM 20: THIRD READING OF BILLS

Bill 12: An Act To Amend The Mental Health Act

**HON. REBECCA MIKE:**

Thank you, Mr. Speaker. I move, seconded by the honourable Member for Amittuq, that Bill 12, An Act to Amend the Mental Health Act, be read for the third time.

**MR. SPEAKER:**

Your motion is in order. All those in favour? All those opposed? Motion is carried.

---Carried

Bill 12 has had third reading. Item 20, third reading of bills. Mr. Clerk, orders of the day.

ITEM 21: ORDERS OF THE DAY

**CLERK OF THE HOUSE (Mr. Hamilton):**

Mr. Speaker, there will be a meeting of the Standing Committee on Legislation immediately after adjournment, which will be followed by a meeting of Caucus after that. At 9:00 am tomorrow morning there will be a meeting of Caucus, and at 10:30 am of the Ordinary Members' Caucus. Orders of the Day for Wednesday, March 10, 1993.

1. Prayer
2. Ministers' Statements
3. Members' Statements
4. Returns to Oral Questions
5. Oral Questions
6. Orders of the Day

**MR. SPEAKER:**

Thank you, Mr. Clerk. This House stands adjourned until 1:30 pm, Wednesday, March 10, 1993.

---ADJOURNMENT