



**NORTHWEST TERRITORIES  
LEGISLATIVE ASSEMBLY**

**4th Session**

**Day 22**

**13<sup>th</sup> Assembly**

**HANSARD**

**THURSDAY, FEBRUARY 13, 1997**

Pages 603 - 634

Page numbers reflect printed Hansard

The Honourable **Samuel Gargan**, Speaker

**MEMBERS PRESENT**

Honourable Jim Antoine, Honourable Goo Arlooktoo, Mr. Barnabas, Honourable Charles Dent, Mr. Enuaraq, Mr. Erasmus, Mr. Evaloarjuk, Honourable Samuel Gargan, Mr. Henry, Honourable Stephen Kakfwi, Mr. Krutko, Mr. Miltenberger, Honourable Don Morin, Honourable Kelvin Ng, Mr. Ningark, Mr. O'Brien, Mr. Ootes, Mr. Picco, Mr. Rabesca, Mr. Roland, Mr. Steen, Honourable Manikot Thompson, Honourable John Todd.

**ITEM 1: PRAYER**

Oh, God, may your spirit and guidance be in us as we work for the benefit of all our people, for peace and justice in our land and for constant recognition of the dignity and aspirations of those whom we serve. Amen.

**SPEAKER (Hon. Samuel Gargan):**

Thank you, Mr. Miltenberger. I would like to inform the House that the Member for Hay River, Mrs. Groenewegen, will be absent from the House for the next few days because of the death of her father, Mr. Robert Ostler. I would like to offer condolences on behalf of all Members to Mrs. Groenewegen and her family in this difficult time. Our thoughts and prayers are with you. Mr. Ootes.

**MR. OOTES:**

Thank you, Mr. Speaker. On behalf of the Ordinary Members' Caucus, I too would like to express sincerest condolences to our colleague from Hay River, Mrs. Jane Groenewegen and her family on the passing of her father, Robert Ostler. Mr. Ostler visited the Legislative Assembly a few months ago and he was very impressed with our building. In fact, Mrs. Groenewegen has often commented that her father could not stop talking about the beauty and uniqueness of our Assembly building. Mr. Ostler was also a faithful follower of the Assembly's proceedings, which he watched on Television Northern Canada. Our thoughts and prayers are with you during this very difficult time. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. Ootes. Deputy Premier, Mr. Arlooktoo.

**HON. GOO ARLOOKTOO:**

Mr. Speaker, I also would like to offer condolences, on behalf of the government, to Mrs. Groenewegen and her family on the death of her father. Our prayers and wishes are with her and her family. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. Arlooktoo. Orders of the day. Item 2, Ministers' statements. Item 3, Members' statements. Mr. Arlooktoo.

**ITEM 3: MEMBERS' STATEMENTS**

Member's Statement On Aboriginal Achievement Award

**HON. GOO ARLOOKTOO:**

Mr. Speaker, as part of the Aboriginal Achievement Awards, 1000 aboriginal students from across Alberta were gathered in Calgary earlier this month for a career trade show. The 14 recipients of the achievement awards were asked to speak to the students about their lives, about issues important to them and, in some cases, to demonstrate their talents. Mr. Kiawak Ashoona constituent of mine from Cape Dorset who received an achievement award, was asked to demonstrate to these young people how he carves and to talk about how he is inspired to create something so beautiful from a piece of soapstone. The carving you see here in the Chamber today, is a result of that.

-- Applause

**MR. SPEAKER:**

Thank you, Mr. Arlooktoo. Members' statements. Ms. Thompson.

Member's Statement On Comments by Mr. Amagoalik

**HON. MANITOK THOMPSON:**

Mr. Speaker, I had the opportunity late last week to participate in the 1997 National Aboriginal Achievement Awards in Calgary. As I previously mentioned, I was deeply moved by what I saw there. The celebration of achievements of the past and of the present gives me a lot of hope for the future of aboriginal people.

Mr. Speaker, since the achievement awards, I have been thinking a lot about what the future holds for the aboriginal people and, more specifically, about what

lies ahead for Inuit with the creation of Nunavut. This is a time of great promise for us and for everyone who will be part of Nunavut. It is also a time when I believe we need to be careful about what we build and how we build it.

In this regard, Mr. Speaker, I have been disappointed by recent developments on the road to Nunavut. I have hesitated now for more than a week about commenting on recent statements made by the Chief Commissioner of the Nunavut Implementation Commission and by the President of Nunavut Tunngavik Incorporated, about Members of this Assembly.

Page 604

Mr. Amagoalik, who we all respect for the important role he has played in helping Nunavut move beyond idea to reality, made statements on CBC in late January in which he went out of his way to say that "Pudlanak tend to get confused. Some are very easily confused." He made this comment in relation to MLAs which, in my view, showed great disrespect for this Assembly and for our Members elected to serve here. This is very disappointing to me.

Mr. Speaker, as we move towards Nunavut, we must do what we can to make sure the foundation we construct our future on is strong. Attacking people on the basis of race and promoting intolerance can only weaken those foundations, and put at risk our future as a strong, tolerant and just society. Mr. Amagoalik knows full well that aboriginal people, including Inuit, have too often been on the wrong end of prejudice and racism. Mr. Speaker, I would like to conclude my statement.

**MR. SPEAKER:**

The Member for Aivilik is seeking unanimous consent to conclude her statement. Do we have any nays? There are no nays. Ms. Thompson, you have unanimous consent.

**HON. MANITOK THOMPSON:**

Thank you, Mr. Speaker. Becoming the majority does not give us the right to abuse those who will find themselves in minority. For me, Mr. Speaker, it does exactly the opposite. We have an obligation to make sure Nunavut is a place where, if we are to be intolerant of anything, it must be of intolerance itself. Similar comments were made by the President of NTI in an interview on TVNC in which he referred to "white

people being increasingly very protective of one another." Those remarks may have been less blunt, but they were equally disturbing.

Mr. Speaker, no group of people thinks entirely alike. I, for example, frequently disagree with what I hear from Mr. Amagoalik and Mr. Kusugak. Perhaps this will lead to me also being dismissed as confused. So be it. But I offer this caution. Whenever political leaders depersonalize individuals or groups of people, they play a very dangerous game. If we truly want to do things differently in Nunavut, it is a game we cannot afford to play. I want to add, Mr. Speaker, that if Mr. Amagoalik wants to be taken seriously on issues like gender equality, he must be fully committed to all aspects of equality. No lower standard will be acceptable.

Mr. Speaker, as I mentioned earlier, I was reluctant to raise these issues but, after thinking about it for more than a week, I concluded that something needed to be said. May I say that I, one day, hope to see Mr. Amagoalik and Mr. Kusugak walk across the stage of the National Aboriginal Achievement Awards in recognition of their genuine lifetime achievements. This is more likely to happen if they return to the standard to which all of us should be firmly committed. Thank you, Mr. Speaker.

-- Applause

**MR. SPEAKER:**

Thank you, Ms. Thompson. Members' statements. Mr. Krutko.

Member's Statement On Losses Suffered by Teachers

**MR. KRUTKO:**

Thank you, Mr. Speaker. My statement today is in regard to the loss of materials in the fire in Fort McPherson, on which I made a statement in the House and asked questions of the Minister. I am very disappointed with his response that teachers should have insurance when they have materials which they leave in the school for the purpose of educating our students.

Mr. Speaker, in a fire at the Old Crow school which was destroyed a couple of weeks ago, the community of Fort McPherson, people in the Mackenzie Delta and the rest of Canada made every effort to help out in regards to purchasing clothing for the children. The Minister of Education in the Yukon made a statement

on TVNC clearly stating her support for the teachers in the Old Crow disaster to help recover and replace the teachers' materials lost in that fire, to replace the cost to those teachers. Yet, this Minister stands up in the House and says, "Well, I have to have insurance for my camera if anything happens to it. They should have insurance." I find that awfully offensive to our teachers who are making every effort with the limited resources we have, overcrowding in classrooms and not having the support from this government, in relation to the negotiating talks that are presently under way. I find it awfully offensive. With regards to our teachers, I support them in every effort they are making. In relation to their loss, the people of the Northwest Territories have always come forward and supported people who have been in disasters such as fires. I think this government should do the same.

Mr. Speaker, in closing, I will be asking the Minister a question in regards to compensating teachers for the loss in the school. As far as I can see, it is the responsibility of this government to ensure that the teachers have the materials they need in the day to day operation of the delivery of education to our students, our children and the people in those communities. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. Krutko. Members' statements. Mr. Miltenberger.

Member's Statement On Energy Efficiency Initiatives

**MR. MILTENBERGER:**

Thank you, Mr. Speaker. Mr. Speaker, energy costs are one of the single, largest costs that this government has to bear. In this time of budget reductions and rising energy costs, where the price of oil is going up, the airfares are increasing, it becomes even more critical to look at ways to recognize and realize energy efficiencies which will translate into savings of money to this government and to the people of the Northwest Territories, which is even more important when you look at the growing social problems and the needs that we have and the inadequate funds that we have to address those.

Mr. Speaker, the community of Fort Smith has embarked on two pilot projects that could have significant impact on the development of energy and energy efficiency in the north. Specifically, they have embarked on a hydrogen development project using cutting edge technology, as well as a district heating

program for the community entirely funded from the private sector, which is going to realize enough savings over the long term that there will be a benefit to all the people of the Northwest Territories in terms of power rates. I would like to

Page 605

congratulate the people of Fort Smith and NTPC for working with the community on these two initiatives that will have, I am very confident, a positive impact and will benefit the people of the Northwest Territories overall as they realize the potential that is currently there. Thank you, Mr. Speaker.

-- Applause

**MR. SPEAKER:**

Thank you, Mr. Miltenberger. Members' statements. Mr. Ng.

Member's Statement On Nunavut Leaders' Summit

**HON. KELVIN NG:**

Thank you, Mr. Speaker. Mr. Speaker, we all know that in 1999 the Northwest Territories will be divided with the establishment of Nunavut and a new western territory. As division approaches, we know that a considerable amount of work remains to be done. With that in mind, I want to take a few moments today to address some important issues of particular relevance to Nunavut.

Mr. Speaker, the Nunavut Caucus and the Premier will be travelling to Cambridge Bay this weekend to participate in a Nunavut Leaders' Summit. This meeting has been called to discuss a number of issues that need to be resolved so that we can move ahead in our planning for Nunavut. Mr. Speaker, I look forward to this meeting. Not only because it permits me the opportunity to travel to my home constituency during session, but it also gives us an opportunity to clear the air on several fronts, including the following: we need to make an effort to find consensus on the government design, we need to decide on the nature of the Nunavut Legislative Assembly, we need to determine how we can ensure the long term fiscal stability of Nunavut and finally, and in my mind most importantly, we need to ensure the efficiency and effectiveness of the programs and services that will have to sustain post division.

In recent weeks we have had the benefit of receiving the NIC report, Footprints Two; a GNWT response to

that report; an NTI response and, most recently, a letter from the federal DIAND Minister, Mr. Irwin, that comments on elements of that report. All of this is useful because it gives us the opportunity to see where various parties are coming from. In that spirit, I want to set out my thoughts on issues that in my view have not yet received sufficient attention.

Mr. Speaker, like others in this House, I look forward to the day when Nunavut becomes reality and, like others, I am committed to seeing that happen early in 1999. However, I am concerned that many people have become so preoccupied with the design of government and bureaucracies that we are failing to dedicate similar levels of energy and attention to the issues that should more appropriately demand our attention. It may well be that the role that I currently find myself in as Minister of Health, Social Services and Justice has an impact on my thinking and on my priorities. Mr. Speaker, I seek unanimous consent to conclude my statement.

**MR. SPEAKER:**

The Member for Kitikmeot is seeking unanimous consent to conclude his statement. Do we have any nays? There are no nays. Mr. Ng, you have unanimous consent.

**HON. KELVIN NG:**

Thank you, Mr. Speaker, honourable colleagues. Mr. Speaker, I believe that we need to move beyond playing around with what government should look like in favour of concentrating our energies on what government should do. The Nunavut government design may be of great interest to lawyers, consultants, and political academics. However, I find it surprising, given clear evidence of extra-ordinary forced growth pressures on spending, particularly in the social envelope, that we continue to spend so much time on how to elect a Premier and whether we should have two Member constituencies.

Mr. Speaker, I believe we need to focus on the painfully obvious indicators of unstable social conditions such as poor health status, extreme housing needs, high rates of suicide, substance abuse, violent crime and incarceration. These issues are the ones which will end up managing or consuming us if we choose to ignore them. Mr. Speaker, I do not want anyone to take my comments to mean that I am not serious about the need to deal with government design.

For example, I support the principal of decentralization, but I do so based on an expectation that plans for decentralization must be based on models that are not only effective, but are also affordable and efficient. I am less concerned about the number of departments created than I am about whether proposed plans will result in a government capable of delivering the programs and services that are essential to people in our communities. Mr. Speaker, without good planning and long term fiscal security, we will find it difficult to achieve that fundamental objective. I believe if we separate related departments, particularly in the social envelope, we will be moving backwards rather than forward.

In closing, Mr. Speaker, I would like to summarize by saying, yes, let us reach a consensus on a government design for Nunavut, but more importantly, let us not forget that our priority, our ultimate goal and our responsibility as leaders is to ensure that the new government can effectively deliver

Page 606

affordable programs and services to our constituents. Thank you, Mr. Speaker.

-- Applause

**MR. SPEAKER:**

Thank you, Mr. Ng. Members' statements. Mr. Barnabas.

Member's Statement On Jury Selection Process

**MR. BARNABAS:**

(Translation) Thank you, Mr. Speaker. I will be speaking in Inuktitut. Mr. Speaker, today, I would like to talk about the selection of a jury. Mr. Speaker, we have a concern in my constituency on the selection of a jury. When the sheriff collects names, he has a lot of power. In smaller communities, a lot of people are related to each other. Some cannot read and write Inuktitut and English. They have to respond in writing to the sheriff's office. If they do not appear, they are charged for not appearing. I will be asking questions to the Minister on this. Thank you, Mr. Speaker. (Translation ends).

**MR. SPEAKER:**

Thank you, Mr. Barnabas. Members' statements. Mr. Henry.

Member's Statement On Comparative Fiscal Situations

**MR. HENRY:**

Thank you, Mr. Speaker. Mr. Speaker, for the past 18 months we have struggled to address the fiscal problems facing us. Most Members of this House believe that you should not spend more than you have. I agreed with this when I was elected and I still believe that it is a sound philosophy now. As people worry about how bad things are, I want to remind everyone of how much better off we are than most other jurisdictions.

Mr. Speaker, across Canada, governments have been cutting programs and downsizing trying to bring their spending under control. Seldom is there a day that goes past that we do not hear a story from one province or another about facility closures or program reductions. Unlike our southern counterparts, we are not spending a big chunk of our budget paying interest for our debts. The amount other places spend in interest to service their debt is scary. For example, Nova Scotia has a budget of \$4.5 billion. They spend almost 20 percent of that on interest payments. Prince Edward Island, the smallest province in Canada spends 15 percent or \$121 million of their \$800 million budget on interest. Last year this government spent under \$3 million on interest costs. Other jurisdictions have had to slash their capital budget to bring costs down. New Brunswick put a freeze on any new capital projects, while Nova Scotia cut their capital spending by 44 percent.

While we have had to make some reductions in capital, we have managed to keep the majority of our capital in place. Yes, we have had a difficult couple of years here in the NWT, but there is light at the end of the tunnel. The contributions of all the people of the Northwest Territories have put us in good shape for the years to come.

Not only have we cut, but we have also introduced initiatives designed to start addressing the cause of some of our social problems. We would take comfort that we took control of our fiscal situation before it ran away on us.

Unlike the provinces, we do not have to give our dollars to the banks and interest payments. In years to come, we can focus our energy and dollars on making a better life for all the residents of the Northwest Territories. Thank you, Mr. Speaker.

-- Applause

**MR. SPEAKER:**

Thank you, Mr. Henry. Members' statements. Mr. Ningark.

Member's Statement On Preparing For Nunavut

**MR. NINGARK:**

(Translation) Thank you, Mr. Speaker. Mr. Speaker, what does Nunavut mean? It means our land, our place. This is the meaning of Nunavut. There was a vote on division in the north and the majority of the people voted for division so that they can have self-government. They expected to have better employment and better programs. The problem was the operation from a far headquarters such as Ottawa and Yellowknife. We wanted to solve these problems. They have expected to get better jobs and have trained for division. I know that there are a lot of young people that are getting an education to prepare for Nunavut and are appreciated by their parents, so that they can run their region on their own. I know that we will have public government. We have expected to start running the government. I know that there are a lot of social problems, probably because of low employment. So, I want people to remember that there will be people that will need jobs. I would like to have capable employees and I would like to see the Nunavut government run properly, but I want people to remember the people of Nunavut. Thank you, Mr. Speaker. (Translation ends).

-- Applause.

**MR. SPEAKER:**

Thank you, Mr. Ningark. Members' statements. Mr. Ootes.

Member's Statement On Accessing Mining Jobs/Opportunities

**MR. OOTES:**

Thank you, Mr. Speaker. Last fall, the NWT Chamber of Mines, the NWT Construction Association and the Yellowknife Chamber of Commerce, along with a number of organizations in the mining industry, sponsored a mining symposium. One of the recommendations from the symposium was to look into the feasibility of providing a one-stop access approach to job and contract opportunities in the mining industry. A committee was formed to create a

workplan and a strategy. Members of that committee included the YK Chamber of Commerce, the NWT Mobilization Group, Construction Association, mining industries, the NWT Chamber of Mines, and the federal and territorial governments.

The progress to date, Mr. Chairman, is as follows: the Human Resources Development Canada resume employee skills identification program, better known by the acronym as Connector, is being evaluated by the N.W.T. Construction Association. This is a program that could be used as a universal resume for potential employees in the communities and serve as a bank for employers to select potential workers.

Page 607

The NWT Construction Association is also delivering a job placement, employer subsidy program directed at construction related industry jobs, including those at Koala Camp site. Office Compliments, here in Yellowknife, is also delivering a similar program for clerical administrative employees. Both programs are placing workers with a broad range of employers.

**MR. SPEAKER:**

Thank you, Mr. Ootes. Members' statements. Mr. Kakfwi.

Member's Statement On Times are Changing

**HON. STEPHEN KAKFWI:**

Thank you, Mr. Speaker. There has been some recent sentiment being expressed in different parts of the public by some spokesman lamenting the fact that perhaps they are tired, too old, they do not have the energy, they do not have the vision and the commitment to do more than a few things at this time. I just wanted to stand and say that we can do better than that. I think we are capable of doing great things. I think we are capable of doing many things and that we do not have to resign ourselves to doing one or two little things at a time. We can do work at the community level, at the regional level, at the national level, and at the international level. All we need is a vision, a plan, and the commitment. To those that say we cannot, I say to them, I heard you, now get out of the way. So that those of us that want to get the job done, can do it. Thank you.

-- Applause

**MR. SPEAKER:**

Thank you, Mr. Kakfwi. Members' statements. Mr. Erasmus.

Member's Statement On Recreational Facilities for Detah and Ndilo

**MR. ERASMUS:**

Thank you, Mr. Speaker. Mr. Speaker, a few days ago I made a statement about how the communities of Detah and Ndilo are often overlooked for funding because they are next to Yellowknife. I would like to expand on that a little bit.

Mr. Speaker, recreation is a vital part of a healthy lifestyle and the GNWT is one of the partners in promoting active living. It is common sense that recreation is a positive way to fill leisure time. It is a great example as opposed to hanging around on alcohol and drugs. A super example of this is the young people from Rae-Edzo. With the guidance of a dedicated coach, they have focused their energies on soccer and they are now travelling to Europe. They dominate the soccer tournaments they take part in. This athletic ability has transferred over to basketball, as evidenced in the tournament that they participated in here in Yellowknife last weekend.

Mr. Speaker, the teenagers and young people of Ndilo and Detah need the same opportunity. They do not have adequate recreation facilities. They do have a community hall, of course, for meetings, recreation, and other community activities, but there is not enough space. I must admit that it is better than nothing, but most communities in the NWT have a skating rink, which makes sense with our long winters. It is great for skating, hockey, speed skating, broom ball. There is a lot of opportunities for all ages and interests. Unfortunately, Detah and Ndilo do not have a rink.

Most people cannot afford to use the facilities in Yellowknife. This is due to transportation costs and most people cannot afford to have a vehicle. User fees, of course, are exorbitant and the Arctic Winter Games, mere pipe dreams, Mr. Speaker. A rink would give the youth another way to focus their energies, a gathering place and a way to promote good health. Mr. Speaker, the youth in Ndilo and Detah need the same opportunities as those in other small communities across the north. They should not be penalized for being next door to the city of Yellowknife. Thank you.

**MR. SPEAKER:**

Thank you, Mr. Erasmus. Members' statements. Item 4, returns to oral questions. Mr. Dent.

#### ITEM 4: RETURNS TO ORAL QUESTIONS

Return To Question 158-13(4): Review of Programs Provided to Seniors

#### **HON. CHARLES DENT:**

Thank you, Mr. Speaker. Mr. Speaker, I have a reply to a question asked by Mrs. Groenewegen on January 29th, 1997. Mr. Speaker, I would like to provide a response regarding the details and timing of the review of Government of the Northwest Territories programs and services to seniors.

As I mentioned previously in the Assembly, the Social Envelope Committee is currently conducting a review of all GNWT programs and services, which specifically support seniors in the Northwest Territories. The review will expand on the analysis of programs and services which have already been undertaken. The review will identify the consistencies and inconsistencies of current programming. It will identify gaps or duplication in service and ways of improving seniors' access to government programs and services.

The NWT Seniors' Advisory Council is a valued advisory body for seniors in the Northwest Territories. We will be seeking input, comments, and advice from the council as we proceed with the study. We will also seek the participation of the council in conducting some of the research necessary to establish a clear profile of government programming. I will provide a progress report to the Standing Committee on Social Programs prior to the end of this session. I have asked the Social Envelope Committee to prepare a final report by May

Page 608

1997, which is the scheduled beginning of the next session of the Assembly. Thank you, Mr. Speaker.

#### **MR. SPEAKER:**

Thank you. Returns to oral questions. Item 5, recognition of visitors in the gallery. Mr. Todd.

#### ITEM 5: RECOGNITION OF VISITORS IN THE GALLERY

#### **HON. JOHN TODD:**

Thank you, Mr. Speaker. I would like to take this opportunity today to recognize Ms. Shelly Huckster. Now, all of you may find this surprising, but this charming young lady, believe it or not, is the mommy of my executive assistant, Richard Bargery. With Ms. Huckster is Ms. June Puts, and Ms. Puts, Mr. Picco is not here, is visiting from Springdale, Newfoundland. Thank you, Mr. Speaker.

-- Applause

#### **MR. SPEAKER:**

Welcome to the Assembly. Recognition of visitors in the gallery. Mr. Enuaraq.

#### **MR. ENUARAQ:**

Thank you, Mr. Speaker. I would like to recognize half of my family here in this building. Up in the gallery is my daughter Valarie Enuaraq and my son Andrew Enuaraq. Also in this building is my wife, Elizapino, and my other daughter, Janet Enuaraq, and my other son, Norman Enuaraq. Thank you.

-- Applause

#### **MR. SPEAKER:**

Welcome to the Assembly. Recognition of visitors in the gallery. Item 6, oral questions. Mr. Krutko.

#### ITEM 6: ORAL QUESTIONS

Question 306-13(4): Compensation for Fire Losses

#### **MR. KRUTKO:**

Thank you, Mr. Speaker. My question is to the Minister of Education in relation to lost items in fires, especially in relation to items which belonged to teachers. I would like to ask the Minister if he would seriously look at considering compensating teachers by replacing those items which have been lost in the fires in Fort McPherson? Thank you, Mr. Speaker.

#### **MR. SPEAKER:**

The Minister of Education, Culture, and Employment, Mr. Dent.

Return To Question 306-13(4): Compensation for Fire Losses

#### **HON. CHARLES DENT:**



Thank you, Mr. Speaker. Mr. Speaker, I am not aware if the department has a policy to compensate teachers for materials that have been brought to school for use in the teaching program. I will ask the department to advise me and inform the Member as soon as possible. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Supplementary, Mr. Krutko.

Supplementary To Question 306-13(4):  
Compensation for Fire Losses

**MR. KRUTKO:**

Thank you, Mr. Speaker. Regarding the policy, in case they are not covered, will the Minister make an attempt to sit down with these teachers and seriously look at items which have been lost in this fire, to see if there is a mechanism or a way to assist the teachers in replacing these items? Thank you.

**MR. SPEAKER:**

Mr. Dent.

Further Return To Question 306-13(4):  
Compensation for Fire Losses

**HON. CHARLES DENT:**

Thank you, Mr. Speaker. Mr. Speaker, I want to be sure to involve the Beaufort Delta Education Council in any such discussions. After checking on the policy with the department, I will follow up and find out whether or not the Beaufort Delta District Divisional Education Council has a policy, and inform the Member whether that might be another avenue. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Krutko.

Supplementary To Question 306-13(4):  
Compensation for Fire Losses

**MR. KRUTKO:**

Thank you, Mr. Speaker. In relation to the policy, could the Minister seriously consider looking at the policy and possibly making some revisions to it to allow, in the instance such as fires in the school, which are not, in case of arson or whatever, the fault

of the teacher or the students. It should be revised so there is coverage for teachers and items that are brought to school by teachers for the purpose of teaching in the classroom. Is there a way to revise the policy to ensure that that coverage is there?

**MR. SPEAKER:**

Mr. Dent.

Further Return To Question 306-13(4):  
Compensation for Fire Losses

**HON. CHARLES DENT:**

Thank you, Mr. Speaker. Again, I will commit to discussing that with officials from the department and respond to the Member as soon as possible. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Barnabas.

Question 307-13(4): Jury Selection Process

**MR. BARNABAS:**

Qujannamiik. As I mentioned in my Member's statement earlier, my question is to the Minister responsible for Justice, the Honourable Kelvin Ng. In many small communities, many people have lots of relatives. When there is a need for jury trial in the community, it can be very hard to find people who are not related to an accused in some way. Does the department, through the sheriff's office, decide who gets called for jury duty? Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Barnabas.

**MR. BARNABAS:**

Sorry, Mr. Speaker. How does the department, through the sheriff's office, decide who gets called for jury duty? Thank you, Mr. Speaker.

**MR. SPEAKER:**

The Minister of Justice. Mr. Ng.

Page 609

Return To Question 307-13(4): Jury Selection Process

**HON. KELVIN NG:**

Thank you, Mr. Speaker. Mr. Speaker, I believe that jury summonses are chosen at random from the community. Individuals are summoned to court to hear whether or not they would be eligible to sit on a jury. If there are conflicts because of being related, either to the victim or the accused, then those types of issues are brought forward at the initial discussions with jurors to excuse those that may be in those conflict of interest situations. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Barnabas.

Supplementary To Question 307-13(4): Jury Selection Process

**MR. BARNABAS:**

Thank you, Mr. Speaker. Many people in my area have English as a second language. Are the summonses for jury duty translated into Inuktitut in the eastern Arctic communities? Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Ng.

Further Return To Question 307-13(4): Jury Selection Process

**HON. KELVIN NG:**

Thank you, Mr. Speaker. Mr. Speaker, I am not certain whether or not the summonses are translated. I can find out that information and advise the honourable Member. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Barnabas.

Supplementary To Question 307-13(4): Jury Selection Process

**MR. BARNABAS:**

Thank you, Mr. Speaker. People can be confused when they get official documents from the court. There is often a need to explain what they are getting, that is, a summons for jury duty rather than something that says they have to be in court themselves. How are the summons for jury duty given to people? Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Ng.

Further Return To Question 307-13(4): Jury Selection Process

**HON. KELVIN NG:**

Thank you, Mr. Speaker. Mr. Speaker, it is my understanding in a majority of communities right now, that the RCMP act in that capacity to deliver summonses and serve them upon potential jurors. To my recollection, I know in my communities that they try to make sure that, if there is a unilingual individual involved, there is somebody in the household that understands what is being served and explains the process to the prospective individuals that are receiving those summonses. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Oral questions. Mr. Rabesca.

Question 308-13(4): Housing Needs Survey

**MR. RABESCA:**

Thank you, Mr. Speaker. Mr. Speaker, as you know, it has been some time since we heard about the NWT HC needs survey. My communities and the rest of the communities in the Northwest Territories might be interested in finding out when this survey will be completed and when the figures from the latest survey be used to determine the needs for all the communities. With this in mind, Mr. Speaker, I would like to ask the Minister responsible for the Housing Corporation, has this needs survey been completed? Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you. The Minister of the NWT Housing Corporation. Mr. Arlooktoo.

Return To Question 308-13(4): Housing Needs Survey

**HON. GOO ARLOOKTOO:**

Mr. Speaker, the survey is very near completion and we hope to provide Members of the Assembly with copies of, not only the survey, but of our analysis sometime towards the end of March.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Picco.

Question 309-13(4): Child Care Subsidies

**MR. PICCO:**

Thank you, Mr. Speaker. Mr. Speaker, I would just like to follow up on some questions that I was attempting to ask yesterday with the Minister of Education before I was cut off by the clock. I asked the Minister, Mr. Dent, a question concerning day cares and subsidies. My question was, when was the last time the child care subsidy had been increased for day cares in the Northwest Territories? Thank you, Mr. Speaker.

**MR. SPEAKER:**

The Minister of Education, Culture and Employment.  
Mr. Dent.

Return To Question 309-13(4): Child Care Subsidies

**HON. CHARLES DENT:**

Thank you, Mr. Speaker. The last time changes were made to the program was September 1st, 1994.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Picco.

Supplementary To Question 309-13(4): Child Care Subsidies

**MR. PICCO:**

Thank you, Mr. Speaker. Mr. Speaker, having been the president of the Iqaluit Childcare Association, I am familiar with the subsidies and how it works. Can the Minister update me as to that process with the day care subsidies per child? What is the amount per child for day care?

**MR. SPEAKER:**

Mr. Dent.

Further Return To Question 309-13(4): Child Care Subsidies

**HON. CHARLES DENT:**

Thank you, Mr. Speaker. Mr. Speaker, the funding elements of the early childhood program consist of a user subsidy to parents to assist with the cost of

accessing early childhood programs. We also have a program

Page 610

which offers start-up funding to assist with the establishment of licensed, non-profit, early childhood programs. We offer a program which provides contributions to help licensed, non-profit, early childhood programs with ongoing costs. The contributions to parents to subsidize the cost depend, Mr. Speaker, on what specific program their child is going for, and range from a maximum of \$700 a month to \$135 a month. I would be pleased to provide the Member with some detailed information, but would not want to tie up this House to rattle off all of the different categories and funding amounts. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Picco.

Supplementary To Question 309-13(4): Child Care Subsidies

**MR. PICCO:**

Thank you, Mr. Speaker. Mr. Speaker, I appreciate that. On the ongoing cost contributions to day cares, if a particular day care finds itself in financial difficulty, through no fault of its own, I wonder if there is money available, through the contribution agreements through Education, Culture and Employment, to help out that day care? Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Dent.

Further Return To Question 309-13(4): Child Care Subsidies

**HON. CHARLES DENT:**

Thank you, Mr. Speaker. Mr. Speaker, I am unaware of any such program outside of the parameters of the existing early childhood contribution program. I am aware that, in Yellowknife not too long ago, a day care did find itself in financial difficulty and departmental staff were willing to work with parents to assist them to find ways to manage to save the day care and keep it in operation. I do not believe they found any extra funds for them. I think I can advise the Member that department staff are willing and interested in helping parents to preserve a day care

that is in trouble. But, as everyone knows, we are relatively short of funds to make special contributions. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Ningark.

Question 310-13(4): Taloyoak Airstrip Extension

**MR. NINGARK:**

Thank you, Mr. Speaker. Good afternoon. My question is directed to the honourable Minister of Transportation. Mr. Speaker, this is in regards to the airport runway extension in Taloyoak. This is not a new issue and I do not think I have to take that much time to explain the purpose of why we need the extension in the runway. This has been provided to the honourable Minister on a number of occasions. I believe the Minister has the information as to why we need the runway. During the beginning of the session, I asked the same question and the honourable Minister indicated, at that time, that he would communicate with his federal counterpart and come back to me at a later time. My question is, what is the status of the request of the Hamlet of Taloyoak to extend the runway? The extension needed is only 400 feet. I understand the projected cost by this government is in the neighbourhood of \$600,000. The community is willing, Mr. Speaker, to see the extension happen. The community is saying that they could do it at a much lesser cost. What is the status of their request? Thank you, Mr. Speaker.

**MR. SPEAKER:**

The Minister of Transportation. Mr. Antoine.

Return To Question 310-13(4): Taloyoak Airstrip Extension

**HON. JAMES ANTOINE:**

Mahsi, Mr. Speaker. Mr. Speaker, this is a request that was made earlier in the session. This is similar to other requests in regards to the extension of the airport. As I indicated earlier, this request is pretty hard to accommodate because of the budget restraint that this department has undergone. We are going to be getting into the details of it later on. It is going to indicate that we are going to be dealing with all these different issues in regards to airport extensions. In this particular case, I have met with the representatives of Taloyoak and the MLA, and our position is still the

same. It would be very difficult to accommodate this request at this time. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Ningark.

Supplementary To Question 310-13(4): Taloyoak Airstrip Extension

**MR. NINGARK:**

Thank you, Mr. Speaker. Mr. Speaker, supplementary to the same honourable Minister. One of the associated costs to the proposed project was that the runway has to be widened in order to be extended. It is my understanding, Mr. Speaker, that the runway does not have to be widened at this time. Mr. Speaker, my supplementary is, did the Minister communicate with his federal counterpart? When I asked him, he indicated he was going to. Has he had any communication?

**MR. SPEAKER:**

Mr. Antoine.

Further Return To Question 310-13(4): Taloyoak Airstrip Extension

**HON. JAMES ANTOINE:**

Thank you, Mr. Speaker. Mr. Speaker, I do not think that we have communicated with the Transport Minister unless someone in the department has. Normally, in some of these requests, somebody in the department will do some preliminary contacts. If this is the case, I will get back to the honourable Member with whatever kind of communication that may have taken place. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Ningark.

Supplementary To Question 310-13(4): Taloyoak Airstrip Extension

**MR. NINGARK:**

Thank you, Mr. Speaker. Mr. Speaker, the safety of the public and the potential for lives in that situation is also penalized. In the winter and summer as well, we depend upon aircraft for medical evacuation. A number of things are penalized because of the change in the regulations of the federal government.

Will the Minister communicate with his federal counterpart and indicate to him that, in fact, the safety of the public is penalized and the safety of people, who are in very life-threatening situations is penalized because we depend on air travel for medical evacuation? Thank you.

Page 611

**MR. SPEAKER:**

Mr. Antoine.

Further Return To Question 310-13(4): Taloyoak Airstrip Extension

**HON. JAMES ANTOINE:**

Thank you, Mr. Speaker. Mr. Speaker, the department has had contacts with the Minister of Transportation of the federal government in regard to the changes in their regulations. As you know, we have mentioned this before, the regulations have been changed throughout Canada, so that the actual airport and the amount of take-off that you need has been reduced somewhat in regard to the regulation. In the north here, we have a reprieve until the year 2010. We do not have to comply to the new regulations. However, it is a safety factor and we are very concerned about it. There have been communications with the federal department in regard to those regulations, and in regards to what the honourable Member is saying about the safety that is a factor here in the north. As I said, one of the main objectives of the department is that we have a safe transportation system. We will continue to communicate with our federal counterpart in this regard. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Miltenberger.

Question 311-13(4): Energy Efficiency Initiatives

**MR. MILTENBERGER:**

Thank you, Mr. Speaker. My question is to the Minister responsible for RWED. It is in regards to the issue of energy and the cost of energy. We spend tens of millions of dollars as a government on the provision of those kinds of services for power, for heat and for lights. There are significant savings to be realized if we would make the investment. Could the Minister indicate his department's interest in the area of energy efficiencies and energy savings, and how

he could see him and his department capitalizing on that area of savings? Thank you.

**MR. SPEAKER:**

The Minister of Resources, Wildlife and Economic Development. Mr. Kakfwi.

Return To Question 311-13(4): Energy Efficiency Initiatives

**HON. STEPHEN KAKFWI:**

Thank you, Mr. Speaker. The department does have a commitment to review and research this whole area of energy conservation, energy efficiency. It is tied to our commitment to protect the environment. It is tied to our commitment to assist business and industry find more efficient use of expensive and limited fuel supplies. It is tied to our commitment, as a government, to look at ways of reducing transportation costs. It is tied to our commitment, as a government, to reduce operational costs, to free up limited dollars for use in other areas such as the social envelope and other areas where we have had recently to make, unfortunately, some reductions and some cuts. This government has, for instance, made a couple of commitments that are at the local level. For instance, we have agreed to assist two communities in the Northwest Territories to take a coordinated approach to look at their use of energy, to look at their fuel supply, the types of lighting systems they have, look at their buildings, the way in which they regulate the heat in these places, and take a systematic approach to assisting these communities in reducing the costs that they have to incur in order to heat and light their buildings, and to find ways to make it more efficient and yet improve on the system. This is the type of commitment that we bring to this particular issue. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Miltenberger.

Supplementary To Question 311-13(4): Energy Efficiency Initiatives

**MR. MILTENBERGER:**

Mr. Speaker, the Minister indicated that, as part of the commitment, they are undergoing a review and a development of a strategy. That is what I thought I heard him say. Could the Minister elaborate on this plan for a government-wide strategy in this particular

key area? What kind of time frames would he anticipate this to have? Thank you.

**MR. SPEAKER:**

Mr. Kakfwi.

Further Return To Question 311-13(4): Energy Efficiency Initiatives

**HON. STEPHEN KAKFWI:**

Mr. Speaker, as Members here know, we have been preoccupied with just trying to keep the standing commitments of the three departments that I started all over with last March. As a Minister, I started off as a Minister of Renewable Resources, as the Minister for Economic Development and Tourism, and the Minister for Energy, Mines and Petroleum Resources. It has been my preoccupation, and my staff's, to make sure that the commitments we had made in those three respective departments were all met. At the same time, we also committed to putting together a plan to amalgamate those three departments, set it up in an operational mode, and staff it. We have managed to do all those. In the meantime, we have tackled issues like the BHP project and now the protected area strategy. Things are happening as we speak.

One of the commitments that we want to make and one, that as a Minister am committed to looking at in a serious way, and which, of course, involves other Ministers such as Mr. Dent, is to look at the energy portfolio to find ways that could be of great benefit to the local communities, to private homes as well as to business and to industry; to look at ways to improve the use of electricity, the use of heating oil; to look for alternative and more efficient ways of providing lighting and heating to all sectors of our economy. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Supplementary, Mr. Miltenberger.

Supplementary To Question 311-13(4): Energy Efficiency Initiatives

**MR. MILTENBERGER:**

Thank you, Mr. Speaker. I appreciate, as do all the other Members I am sure, the workload that the Minister and his department and officials have had to carry in the last year. I would just like to point out,

however, and I think that the Minister is aware of this, the energy savings is a way to save money that does not have to require job cuts or cuts to key program areas. It is basically a win/win situation. I would ask the Minister if he could just confirm more specifically his commitment. In the next year, he has indicated he would like

Page 612

to start work on that kind of major policy. Will there be involvement of communities and MLAs and such in this process for this key policy? Thank you.

**MR. SPEAKER:**

Mr. Kakfwi.

Further Return To Question 311-13(4): Energy Efficiency Initiatives

**HON. STEPHEN KAKFWI:**

Mr. Speaker, yes. I can confirm that, at least myself as a Minister, I am prepared to do work to undertake some sort of initiative which I can advance to Cabinet that would address the area that the Member is referring to. It is not that we have not done anything. What I am saying is that I need some more time to scope out the full area that I want to address. In the meantime, at the community level, just to give people some sense of what it is we are trying to do, we have studied work on helping two communities, Cape Dorset and Fort Simpson. A team is going in with these two communities to address a way that could be used to do what you would call community energy planning, to address the very points at the local level that the Member is raising. I think that we are off to a good start and I would hope that in the course of the coming fall, perhaps, we may be in a position to speak to Members about something a little more comprehensive. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Henry.

Question 312-13(4): Comparison With Other Jurisdictions

**MR. HENRY:**

Thank you, Mr. Speaker. My question will be to the Premier. I spoke today in my Member's statement about two initiatives taken by this government with the support, encouragement and insistence of the

Ordinary Members. My question to the Premier is, Mr. Speaker, will the government in the future when they are making Ministers' statements talk about the government initiatives giving more information and comparison about what other jurisdictions are doing? I think it is important to look outside of ourselves to see how we are actually doing here. I think it would be important for the public of the Northwest Territories to know how we are doing and what we doing in comparison to other jurisdictions. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Premier.

Return To Question 312-13(4): Comparison With Other Jurisdictions

**HON. DON MORIN:**

Thank you, Mr. Speaker. I will undertake to make sure that Ministers, when they are preparing their Ministers' statements, look at reflecting on what other jurisdictions are doing so that the general public in the Northwest Territories know how well they do have it in the Northwest Territories compared to southern jurisdictions. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Ootes.

Question 313-13(4): Negotiated Contracts

**MR. OOTES:**

Thank you, Mr. Speaker. My question today is for the Minister of Public Works, Mr. Arlooktoo. I received from several companies some information. From the NWT Construction Association, a public notice from the Department of Public Works of an intent to negotiate a construction contract for the new Clyde River Community Learning Centre. I believe the value of this may be in the range of \$800,000. I also understand that the construction of the Sanikiluaq air terminal was pulled off the public tender list and may be going to either a negotiated or sole-sourced contract. Again, this is a \$1 million project.

Yesterday, the Minister said that these types of contracts are rare. Now these are the first of the contracts out of the chute for the coming year, Mr. Speaker. Both of them appear to be negotiated. Certainly, the one is negotiated as advertised. My question for the Minister is, is this the trend of

government contracting in these tight economic times?

**MR. SPEAKER:**

Thank you. The Minister of Public Works and Services. Mr. Arlooktoo.

Return To Question 313-13(4): Negotiated Contracts

**HON. GOO ARLOOKTOO:**

Mr. Speaker, no. It is not the trend. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Ootes.

Supplementary To Question 313-13(4): Negotiated Contracts

**MR. OOTES:**

Thank you, Mr. Speaker. Could the Minister confirm how the Sanikiluaq air terminal will be advertised? Will it be a public tender or negotiated or sole-sourced contract? Thank you.

**MR. SPEAKER:**

Mr. Arlooktoo.

Further Return To Question 313-13(4): Negotiated Contracts

**HON. GOO ARLOOKTOO:**

Mr. Speaker, as I understand it, a decision has not been made about the Sanikiluaq air terminal building. But I will check with the Minister of Transportation to see exactly where it is at in the process.

**MR. SPEAKER:**

Thank you. Oral questions. Supplementary, Mr. Ootes.

Supplementary To Question 313-13(4): Negotiated Contracts

**MR. OOTES:**

Thank you, Mr. Speaker. Could the Minister confirm that is it not true that through the public tender system, we can demand the amount of local labour and amount of local content and local accommodation that will be used. Thank you.

**MR. SPEAKER:**

Mr. Arlooktoo.

Further Return To Question 313-13(4): Negotiated Contracts

**HON. GOO ARLOOKTOO:**

Mr. Speaker, I would like to clarify again that the vast majority of contracts that this government

Page 613

lets out are through the public tender process. I believe that the number I indicated the other day was more than 80 percent. In cases where the Cabinet decides to enter into a negotiated contract agreement, we ensure that there is a maximum training, maximum use of local labour. The contractors also have to live up to all other conditions that we place on all other contractors.

**MR. SPEAKER:**

Thank you. Oral questions. Final supplementary, Mr. Ootes.

Supplementary To Question 313-13(4): Negotiated Contracts

**MR. OOTES:**

Thank you, Mr. Speaker. I wonder if the Minister could confirm for me and he may not have the answer, if he could get the answer for me, under the federal system of tendering, could he tell me if the federal government allows negotiated or sole-sourced contracts? Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Arlooktoo.

Further Return To Question 313-13(4): Negotiated Contracts

**HON. GOO ARLOOKTOO:**

Mr. Speaker, I do not know about the overall federal government system, but I know about the Nunavut infrastructure component, the \$150 million that the Minister of DIAND announced last year. The decision was made by them to use only the birthright corporations in Nunavut in a negotiated contract system. I could also find out what other processes they use and pass it on to the Member.

**MR. SPEAKER:**

Oral questions. Mr. Enuaraq.

Question 314-13(4): Broughton Island Airport Terminal

**MR. ENUARAQ:**

(Translation) Thank you, Mr. Speaker. I would like to ask a question to the Minister of Transportation, Mr. Antoine. In January, 1996 we had a meeting with the Hamlet of Broughton Island and Mr. Antoine was told, by the hamlet, that the Hamlet of Broughton Island wanted to receive a new airport terminal. I would like to ask Mr. Antoine if there have been any decisions made on the issue of the Broughton Island airport terminal? Have you done anything on this? I am asking this to the Minister of Transportation. Thank you. (Translation ends)

**MR. SPEAKER:**

The Minister of Transportation, Mr. Antoine.

Return To Question 314-13(4): Broughton Island Airport Terminal

**HON. JAMES ANTOINE:**

Thank you, Mr. Speaker. Mr. Speaker, for the Broughton Island airport situation, the department has been, through the eastern transportation personnel, working on this issue. They are trying to figure out a way to provide the request that this hamlet has made. Yes, we have been working at it. Hopefully, we will be able to accommodate the municipality as things develop. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Supplementary, Mr. Enuaraq.

Supplementary To Question 314-13(4): Broughton Island Airport Terminal

**MR. ENUARAQ:**

(Translation) Thank you, Mr. Speaker. I also have another question for the Minister of Transportation, Mr. Antoine. You stated that you have been looking into this. I am asking if you can give me a written statement on what is happening up to today, stating what has been happening with the question that I have? Thank you, Mr. Speaker. (Translation ends)



**MR. SPEAKER:**

Mr. Antoine.

Further Return To Question 314-13(4): Broughton Island Airport Terminal

**HON. JAMES ANTOINE:**

Thank you, Mr. Speaker. Mr. Speaker, I will provide the honourable Member with the development that is taking place in regards to the airport terminal building in Broughton Island. I will try to provide that information to him as soon as I can. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. O'Brien.

Question 315-13(4): Arviat Airport Lighting System

**MR. O'BRIEN:**

Thank you, Mr. Speaker. Mr. Speaker, my question is directed to the Minister of Transportation. Mr. Speaker, capital projects help bring critical employment and business opportunities to our communities. Arviat was expecting to get a new airport lighting system for this year. Can the Minister indicate whether or not my community will get this lighting system? Thank you.

**MR. SPEAKER:**

The Minister of Transportation, Mr. Antoine.

Return To Question 315-13(4): Arviat Airport Lighting System

**HON. JAMES ANTOINE:**

Thank you, Mr. Speaker. Mr. Speaker, in the previous years the Arviat airport had a substantial amount of money, about \$500,000, that was put into the five year capital plan in anticipation that the life of this airport and their lighting system would last maybe about 15 to 20 years. As you know, this is a five year capital plan. It is a planning exercise as the year of the actual project comes closer, which is the case in this year.

Last June, personnel from the Department of Transportation went into Arviat and took a real close look at the existing lighting system in Arviat. At that point in time, they determined that the present system could have an additional life of a few more years, like

5 to 8 years, if I recall correctly. This is how long the present system could last. As a result of that, the technicians determined that, perhaps, we could do maybe \$50,000 worth of work this year.

I indicated to the Member earlier to our discussions, privately, that once we start looking at the system this summer, if it requires additional work, then we would put that additional work in its place. The information I have is that upon investigating the current system, it does not warrant a substantial amount of work as it was thought previously that it

Page 614

may have required that type of budget. Now it is a smaller budget. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Supplementary, Mr. O'Brien.

Supplementary To Question 315-13(4): Arviat Airport Lighting System

**MR. O'BRIEN:**

Thank you, Mr. Speaker. Mr. Speaker, it is extremely disappointing to hear that, once again, Arviat will lose a very significant project. Mr. Speaker, can the Minister explain to me the process in relation to who makes the actual recommendation? I have some difficulty in understanding that, at one point, there is a need for a \$500,000 retrofit to the airport lighting system, then, at another point, it is not needed anymore. Who actually makes the recommendation? Is it made at the regional level or at the headquarters level? Thank you.

**MR. SPEAKER:**

Mr. Antoine.

Further Return To Question 315-13(4): Arviat Airport Lighting System

**HON. JAMES ANTOINE:**

Thank you, Mr. Speaker. Mr. Speaker, in this particular case, the technical people went into the communities and took a real close look at the equipment that was there. It was determined, at that time, that it only required about \$50,000 worth of work and there was no need to allocate any more resources to that until it is warranted during the actual

fixing up of this system. The technical people then report to the assistant deputy minister in the east and this information is moved over towards the headquarters here. During the budget restraint exercise this department had to take, we had to look at everything. As a result of that, we did not target any community specifically, but we do not need that amount of resources to be allocated to this particular project. As a result, a decision was made here at headquarters level with myself involved, to determine that this project will have less resources put into it than was originally thought it would require. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. O'Brien.

Supplementary To Question 315-13(4): Arviat Airport Lighting System

**MR. O'BRIEN:**

Thank you, Mr. Speaker. Mr. Speaker, I cannot begin to tell you the negative impact that this will have on my community, where we suffer from anywhere between 70 and 80 percent unemployment. It could mean possibly four or five jobs short-term even, in the matter of three or four weeks. Mr. Speaker, we talk about community empowerment here, community involvement. Mr. Speaker, my question to the Minister is, was the community consulted before the decision was made to remove this from the budget or the capital plan? Thank you.

**MR. SPEAKER:**

Mr. Antoine.

Further Return To Question 315-13(4): Arviat Airport Lighting System

**HON. JAMES ANTOINE:**

Thank you, Mr. Speaker. Mr. Speaker, I am told that the hamlet was notified that there were going to be some changes to this particular budget. That is what I have been told by the department officials. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Final supplementary, Mr. O'Brien.

Supplementary To Question 315-13(4): Arviat Airport Lighting System

**MR. O'BRIEN:**

Thank you, Mr. Speaker. Mr. Speaker, as I have indicated, the smaller communities depend heavily on these capital projects to provide some short-term employment. Can the Minister tell me whether there was any consideration given to leaving the funding at least in the community to be used for other projects? Where the money could be used, for example, to extend the runway, which in itself, would provide probably four or five weeks work in the summer for three or four employees? Thank you.

**MR. SPEAKER:**

Mr. Antoine.

Further Return To Question 315-13(4): Arviat Airport Lighting System

**HON. JAMES ANTOINE:**

Thank you, Mr. Speaker. Mr. Speaker, in this case, no, that was not a factor. This department has taken quite a substantial reduction in participating in the budget reduction exercise. I think that if you look at the total budget, we have taken quite a big hit and we have to do with less all over the place.

I just want to add that, since the honourable Member mentioned his community, that it depends on a lot of different projects to go into the community. I appreciate that. I could add that there are other projects that we have bumped up, last year and this year. I think we put money into the wharf one year ahead of schedule from monies that came from other parts of the Keewatin, I believe. There are other projects in the honourable Member's constituency, not particularly in Arviat but in the other communities, that we have been able to put more resources into to help out the project. Like I said, again, if a project warrants that additional funds are required, then we try to find it from within the department. But, in this case, the lighting system does not require that amount of funding, so we took it out and we are doing minor repairs with it. If there are other projects that warrant additional resources, we try to find it from within the system. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Roland.

Question 316-13(4): Hospital Construction Timelines

**MR. ROLAND:**

Thank you, Mr. Speaker. My question would be directed to the Minister of Health and Social Services. Mr. Speaker, in all the budget reductions, trying to find some good news is difficult to do, but I hope that in the near future we will be able to try and get some good news out to the people. My question is for the Minister of Health and Social Services and it is to do with the group that is going around doing studies on the health reform in the Northwest Territories, Med-Emerg. I would like to know when we would be able to find out in the

Page 615

community of Inuvik, for example, when we will be able to get on with the proposed new hospital there? Thank you.

**MR. SPEAKER:**

The Minister of Health and Social Services, Mr. Ng.

Return To Question 316-13(4): Hospital Construction Timelines

**HON. KELVIN NG:**

Thank you, Mr. Speaker. Mr. Speaker, as the honourable Member knows, I asked that the planning for the facilities, both in Iqaluit and Inuvik, stop temporarily while the strategic planning process was to be initiated. It would depend on some of the recommendations that might be coming forward from the strategic planning exercise to see what types of facilities, what types of programs would be recommended to be provided in the situation of both the capital facilities. I had recently met with the chairs of both of the Baffin Regional Health Board, as well as the Inuvik Health Board, to talk about that exact issue, about when they could get on with starting some of their planning for their facilities. It was agreed that they would come back to us, back to the Department of Health and Social Services, to myself, with some proposed time lines and some proposed monetary requirements to put that into effect. Mr. Speaker, I understand that we have recently received that information, so we will be assessing it and hopefully bringing forward a proposal to those two boards, Mr. Speaker. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Roland.

Supplementary To Question 316-13(4): Hospital Construction Timelines

**MR. ROLAND:**

Thank you, Mr. Speaker. Can the Minister inform us or give us an idea of when we might be able to take some information back to the communities to inform the people that are concerned with what is going to happen with the new hospital? Thank you.

**MR. SPEAKER:**

Mr. Ng.

Further Return To Question 316-13(4): Hospital Construction Timelines

**HON. KELVIN NG:**

Thank you, Mr. Speaker. Mr. Speaker, I have not had an opportunity to discuss what proposals that come from both of those health boards, in respect to their projects, with my staff yet. I will commit to doing that in the next couple of days and try to give the honourable Member an indication of what kind of time lines we could be looking at Mr. Speaker. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Krutko.

Question 317-13(4): Negotiated Contracts

**MR. KRUTKO:**

Thank you, Mr. Speaker. My question is to the Premier regarding the whole question about negotiating contracts. Is it the ambition of this government to change the present course of negotiated contracts that we are under? If you are, have you stated your decision to the aboriginal organizations when, presently, there are sections of different land claim agreements, such as the Nunavut Agreement. I believe it is article 24, the Inuvialuit participation agreements. You have the Gwich'in economic agreements and the same with the Sahtu. This government is intending to change those agreements. Are you committed to sitting down with the federal government to reopen all those land claim agreements?

**MR. SPEAKER:**

I heard two questions. Mr. Premier.

Return To Question 317-13(4): Negotiated Contracts

**HON. DON MORIN:**

Thank you, Mr. Speaker. One thing we do know as a government is that, when you do have something good that works and employs our people, creates economic development in our communities and that employs aboriginal people in our communities, you should not push it aside. You should continue on that road. I have been a Member of the Legislative Assembly going on 10 years now. One of the main reasons that I ran and many Members ran from small communities, is to change the way that the government worked. In the past, we have seen many times businesses from outside our communities come into our communities, build buildings and leave, leaving very little economic benefit in our communities. I remember some capital projects in my community, for example Mr. Speaker, that as little as one percent was left to the community after the job was done. That was many years ago. Since then, we have increased that percentage by a great deal. We have negotiated more contracts through this government. We do not intend on changing the course. I fully understand the NWT Construction Association and this government have a disagreement on what a negotiated contract is and how it affects and how it supports different companies in the Northwest Territories. As far as I am concerned and Cabinet is concerned, we will continue to negotiate contracts. We will continue to get value for our money. We will continue to train people in our communities and create new business opportunities for those people in the majority of level three communities. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Krutko.

Supplementary To Question 317-13(4): Negotiated Contracts

**MR. KRUTKO:**

Thank you, Mr. Speaker. In regards to the whole idea of negotiating contracts, everyone may think that there are profits being made. In some instances, people are basically breaking even or even losing money on these contracts. I do not think that people are aware of those cases. Could the Premier tell me if he is aware of these instances, where people with

negotiated contracts have lost money versus everybody thinks it is the gravy train where everybody gets. It is a money making machine in which there are some cases they lose money. Are you aware of those cases?

**MR. SPEAKER:**

Mr. Morin.

Further Return To Question 317-13(4): Negotiated Contracts

**HON. DON MORIN:**

Thank you, Mr. Speaker. I am not aware of any case where companies or development corporations have lost money on a negotiated contract totally. Our

Page 616

government sits down and facilitates a negotiated contract, for example, with the Gwich'in people on the highway maintenance or the building of buildings. It is a fairly tight negotiation. We always get complaints from the aboriginal groups that our government people are too tough to negotiate with. They do not allow them enough of a profit margin, for example. We keep pretty strong ties on negotiated contracts. We keep a very close eye on them as well. We try to make sure that we do get value for dollars. But what is most important is that all Members must remember back to the days 18 months ago when you did get elected, that we were given presentations in Caucus at that time about the economic conditions of the Northwest Territories. If you look back over the four previous years, the best economic indicator that we had where we had growth was through negotiated contracts as well as the manufacturing policy. That was the only great blip in the chart that we saw that says that what government was doing was right and was good. Communities were benefitting and people were benefitting, or the majority of that money would have ended up probably in Yellowknife or major contractors in the north.

I know that in the past we have had a great amount of disagreement with the NWT Construction Association. As previous Minister of DPW, Mr. Speaker, I talked to many contractors throughout the north. They did not agree with what the NWT Construction Association, basically the executive director, was saying. He was not representing all the contractors throughout the Northwest Territories. In general, the feedback I have received over the years, is business people, in

general, support negotiated contracts in those communities in which we are doing it. Thank you.

**MR. SPEAKER:**

Oral questions. Final supplementary, Mr. Krutko.

Supplementary To Question 317-13(4): Negotiated Contracts

**MR. KRUTKO:**

Thank you, Mr. Speaker. In regards to the whole idea of land claim agreements and negotiated contracts on how they fit together, is this government willing to look at sections, in the case of the Gwich'in, in regards to our section eight, economic measures section, in which I do not think it has been clearly identified what that clause states, which could be a lot more lucrative to the aboriginal organization on negotiated contracts? Is this government willing to sit down and identify exactly what is in those land claims agreements and implement them in regards to the benefits versus the negotiated contracts, which are presently in place and which can override the negotiated contract process?

**MR. SPEAKER:**

Mr. Morin.

Further Return To Question 317-13(4): Negotiated Contracts

**HON. DON MORIN:**

Thank you, Mr. Speaker. We took a long hard look at that previously as well. I am willing to revisit that issue through the Minister of Aboriginal Affairs as lead Minister, but we did take a look at it. I remember taking a look at that whole issue. My understanding, and the information that we had available to us at that time, is that what we are doing as a government, we are doing it for the right reasons; to create employment and create benefits to the community. If you are going to spend millions of dollars in a community, as much money should be left there as possible, so that those people can actually benefit. As far as the land claims agreements go, we have come out with a fairly clear direction on article 24 for the Nunavut claim of how we do things. My understanding is that with us dealing with the existing policies and existing programs and the negotiated contracts, the way we deal right now meets our obligation under the other claims as well. That is the understanding I have right now. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Picco.

Question 318-13(4): Privatization Policies

**MR. PICCO:**

Thank you, Mr. Speaker. Mr. Speaker, I have a statesmanlike question today for the Premier. Yesterday, in questions to the Minister of DPW on the privatization issues and the policies that we are looking at, he quoted from the policy that was tabled in this House, Tabled Document 46-13(4). My question to the Premier today is, our policies that we have in place for this government, the policies that we use, yesterday it was said that this was a redundant policy, but then we are actually quoting from it. So can the Premier tell me about the policies that are in place, are they just for this year for the 13th Assembly? Or are there policies that go back to 85, 87, 89? How does it work? Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Premier.

Return To Question 318-13(4): Privatization Policies

**HON. DON MORIN:**

Thank you, Mr. Speaker. I guess whether it is a policy that was developed in 1909 or 1985, it would be on the books until Cabinet actually makes the decision to strike that policy from the books. That is how it works. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Picco.

Supplementary To Question 318-13(4): Privatization Policies

**MR. PICCO:**

Thank you, Mr. Speaker. In that case, if it is still on the books, then I would assume then that the government would use that policy that is on the books. If that is the case, if I understood the Premier correctly, will he confirm to me that this document, which is the policy on the books which is tabled in this House as a tabled document, is the policy for privatization that they are following. Is that correct?

**MR. SPEAKER:**

Mr. Morin.

Further Return To Question 318-13(4): Privatization Policies

**HON. DON MORIN:**

Thank you, Mr. Speaker. We, as a government when we were elected some 15 or so months ago, came up with a set of strategies as well as initiatives on privatization. In no way do the initiatives that we have as a government conflict with the policy that is on the books. In no way does it do that. It is also very clear in this policy that it is a decision of the Executive Council and that nothing in that directive limits the Executive Council to make decisions or

Page 617

take actions respecting privatization of the government services and programs outside the provisions of this directive. In this policy also, Mr. Speaker, there are many things referred to in the policy that are basically outdated. The policy would have to be taken a look at and probably updated.

**MR. SPEAKER:**

Thank you. Oral questions. Supplementary, Mr. Picco.

Supplementary To Question 318-13(4): Privatization Policies

**MR. PICCO:**

Thank you, Mr. Speaker. Mr. Speaker, that was a very statesmanlike answer. Mr. Speaker, I will ask another statesmanlike question. I agree with what he is saying, but a strategy without a goal is just a slogan. If the Premier is looking at these initiatives and these broad strokes, I am asking what policy or guideline do we look at? When we privatize property management or information services, can I say are we following this policy? I cannot do that because we keep going over these broad strokes and these loosey, goosey things out there. To follow up on my question, Mr. Speaker. Mr. Speaker, my question is what are the policies that this government is following so that the Members can ask questions and ask good questions, so that we know that he is following the policies and the guidelines that are in place? Yes, that is my question. My question is... Well, if my time is up Mr. Speaker, I seek unanimous consent to continue with...

**MR. SPEAKER:**

I realize that question period is over, but we are also getting a lot of disruption in which Mr. Picco did not get a chance to ask his question. Mr. Picco. You have the floor to ask your questions.

-- Applause

**MR. PICCO:**

Thank you, Mr. Speaker. There is justice.

-- Applause

**MR. PICCO:**

Mr. Speaker, my question is to the honourable Member, what policy are we looking at? Is there a policy and guidelines that the Members can refer to on the privatization initiative? Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Morin.

Further Return To Question 318-13(4): Privatization Policies

**HON. DON MORIN:**

Thank you, Mr. Speaker. A very diplomatic question put by the Member. As I said previously, this government has an initiative on privatization. As far as the policy goes that the Member continues to refer to, that policy is still on the books of the government. We have not gone against this policy by the privatization initiative we have. This policy is still in force. It has to be relooked at and we have already made a commitment to this House that we will be revising old, outdated policies as well as regulations. We are looking at those issues. We are going to start taking a more serious look at those issues and try to get that work done. We have made that commitment to this House. But as far as privatization goes, we are following the initiative of this government and we are still following basically the same principles of this policy. Thank you.

**MR. SPEAKER:**

Thank you. Question period is over. Item 7, written questions. Mr. Krutko.

ITEM 7: WRITTEN QUESTIONS

Written Question 17-13(4): Layoff Provisions - Education Leave Option

**MR. KRUTKO:**

Thank you, Mr. Speaker. My written question is to the Minister of the Financial Management Board Secretariat on the layoff provisions, education leave option. Can the Minister identify the number of people who have accessed the education leave option under the layoff provisions of the government since November, 1995; a summary of education institutions those individuals are attending; and whether any of those individuals were hired either as a casual employee or on contract with the GNWT after being granted the education leave option?

**MR. SPEAKER:**

Thank you. Written questions. Item 8, returns to written questions. Mr. Dent.

ITEM 8: RETURNS TO WRITTEN QUESTIONS

Return To Question 4-13(4): Programs for Seniors

**HON. CHARLES DENT:**

Thank you, Mr. Speaker. Mr. Speaker, I have a reply to a written question asked by Mrs. Groenewegen on January 29, 1997, regarding programs for seniors. Mr. Speaker, program development and delivery is an ongoing process. Over the years, a wide variety of programs and services for seniors have been established. Some of these activities have been very useful and have provided effectively for those in need. In other cases, duplication and overlap of programs have occurred.

Fiscal restraint and change in priorities have caused us to review many departmental programs and services, including those offered to seniors. Current work within the social envelope departments is resulting in a review of the broad range of programs and services offered to seniors. We remain committed to providing a broad range of support to seniors with emphasis on services to those most in need. Fuel subsidies for all qualifying northerners are provided through the income support program. The fossil fuel subsidy program for seniors is a relatively recent enhancement to the basic support provided to those most in need. The future of the program is being considered within the context of restraint, taking into account the advice provided by the Seniors' Advisory Council, the Standing Committee on Social Programs,

and the motion passed in this House on February 12th. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you. Returns to written questions. Item 9, replies to opening address. Item 10, petitions. Item 11, reports of standing and special committees. Item 12, reports of committees on the review of bills. Item 13, tabling of documents. Mr. O'Brien.

ITEM 13: TABLING OF DOCUMENTS

Page 618

**MR. O'BRIEN:**

Thank you, Mr. Speaker. Mr. Speaker, I wish to table an executive summary of the technical report of the Keewatin resupply options in English and Inuktitut, Tabled Document No. 49-13(4). Mr. Speaker, this document represents a summary of the culmination of the considerable efforts of the Keewatin resupply steering committee. At this time, I would like to thank and acknowledge the work of all the Members of the committee and the support of the staff who contributed their time and effort for this review. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you. Tabling of documents. Mr. Evaloarjuk.

**MR. EVALOARJUK:**

(Translation) Thank you, Mr. Speaker. Mr. Speaker, I would like to table the 1996 Annual Report of Rebecca P. Iglout Library in Pond Inlet, Tabled Document No. 50-13(4), that I received from Philipa Ootoova, the local librarian. Thank you, Mr. Speaker. (Translation ends)

**MR. SPEAKER:**

Thank you, Mr. Evaloarjuk. Tabling of documents. Item 14, notices of motion. Item 15, notices of motion for first reading of bills. Item 16, motions. Item 17, first reading of bills. Mr. Dent.

ITEM 17: FIRST READING OF BILLS

Bill 12: An Act to Amend the Student Financial Assistance Act

**HON. CHARLES DENT:**

Thank you, Mr. Speaker. Mr. Speaker, I move, seconded by the honourable Member for Baffin South, that Bill 12, An Act to Amend the Student Financial Assistance Act, be read for the first time.

**MR. SPEAKER:**

Thank you, Mr. Dent. Your motion is in order. To the motion. Question is being called. All those in favour. All those opposed. The motion is carried. Bill 12 has had first reading. First reading of bills. Item 18, second reading of bills. Item 19, consideration in committee of the whole of bills and other matters. Bill 8, Committee Report 2-13(4), 3-13(4), 4-13(4), with Mr. Ningark in the chair.

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

**CHAIRMAN (Mr. Ningark):**

Thank you. I would like to call the committee to order. Under item 19, consideration in committee of the whole of bills and other matters, we have a number of items under this item 19. What is the wish of the committee? Mr. Ootes.

**MR. OOTES:**

Thank you, Mr. Chairman. That we consider Bill 8, Committee Report 2, 3, and 4.

**CHAIRMAN (Mr. Ningark):**

Thank you. Do we have the agreement or consent of the committee that we shall follow the item Bill 8, Committee Report 2, 3, and 4?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

After debate?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Ootes.

**MR. OOTES:**

Mr. Chairman, and that we proceed with the Department of Transportation followed by Resources, Wildlife, and Economic Development and that we have a break.

**CHAIRMAN (Mr. Ningark):**

Thank you. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you.

-- Break

**CHAIRMAN (Mr. Ningark):**

Before I get to the point of order, I would like to recognize in the public gallery from Fort Liard, which is Mr. Antoine's constituency, we have Joanne Deneron, Ellery Deneron, Derek and Kiley. Welcome. Thank you. Yesterday, in debate in the committee of the whole, the honourable Member for MacKenzie Delta, Mr. Krutko, raised a point of order. As it was near the end of the day, I indicated to the House that I would review unedited Hansard and report back to the House. I am now ready to deliver my ruling.

Chairman's Ruling on Point of Order

Some information is required to put the point of order in context. The committee was considering the budget of the Department of Public Works. On the specific line item of assets management, operations and maintenance, Mr. Henry and Mrs. Groenewegen declared conflicts of interest as they both have businesses which lease space to DPW. The lease of office space falls under the line item of assets management. Later in the day, both Mr. Henry and Mrs. Groenewegen were present in the House during the consideration of the program summary for the department. Mr. Krutko raised a point of order, stating, and I quote from page 1009 of unedited Hansard:

"Regarding the overall budget of this portfolio, I believe there were two Members who did declare conflict regarding the assets and liabilities and I believe that the overall budget that was approved, \$83,672,000, does consist of that portion of this budget."



I offered Mrs. Groenewegen and Mr. Henry an opportunity to make representations on this issue. They both indicated that they had received advice from the law clerk to the effect that they were not in conflict of interest in considering the overall departmental budget and that they were only in conflict when considering the specific line item. Mrs. Groenewegen indicated that she had even sought an opinion from the Conflict of Interest Commissioner.

Rule 13 of the Rules of the Legislative Assembly does provide that "No Member is entitled to vote upon any question in which he or she has a direct or indirect financial interest, and the vote of any Member so interested shall be disallowed".

My role today is to assess whether Mr. Henry or Mrs. Groenewegen breached that rule in being present in the House and having agreed on the program summary of the department. The answer is simple. The rule prohibits voting if

Page 619

a Member has a financial interest. The actions yesterday on the program summary were to approve the summary. No formal vote occurred. However, for the guidance of Members, I will address the larger issue involved. Rule 13 does not provide me with a great deal of guidance as to what is a "direct or indirect financial interest". I can, however, take notice of the fact that this Legislature has adopted legislation which defines and addresses issues relating to conflict of interest. I refer, of course, to the specific provisions of the Legislative Assembly and Executive Council Act. Those provisions define conflict and also provide that there is no conflict of interest if an interest is "so remote or insignificant in its nature that it cannot reasonably be regarded as likely to influence the Member in the performance of the duties of office of the Member". The House is not in possession of information which would allow me to evaluate whether Mr. Henry's or Mrs. Groenewegen's interests are "so remote" as to not be a conflict. Both Members have sought legal advice and I can assume that they are satisfied that they have no conflict at the program summary stage or the main estimates for the Department of Public Works. In the absence of any contrary information, I rule that the Member for Mackenzie Delta does not have a point of order.

Before I end my ruling, I would like to draw all Members' attention to the ruling of Speaker Gargan of February 4, 1997. Mr. Speaker clearly indicated that the Legislative Assembly has adopted a process and

structure for identifying and addressing conflicts of interest. That process is through the office of the Conflict of Interest Commissioner and we should be extremely reluctant to bypass the process that we ourselves have established. Conflict is a serious issue and should not be politicized or trivialized. Thank you.

Yesterday, when we concluded for the day, we were reviewing the Department of Transportation 1997-98 main estimates, and Mr. Minister had made his opening remarks, so did the appropriate chairperson of the committee of this House. Therefore, we are now in general comments. Before we get into general comments, I would like to ask the honourable Minister of Transportation if he wishes to bring in the witnesses. Mr. Antoine.

**HON. JAMES ANTOINE:**

Yes, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Do we have the concurrence of the committee that the honourable Minister will bring in the witnesses? Sergeant-at-Arms, seat the witnesses please. Thank you. For the record, Mr. Minister, would you please introduce the witnesses to the committee. Thank you, Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, I have with me Bob Doherty. He is the deputy minister for the Department of Transportation. I also have Ms. Raj Downe. She is the director for finance and administration for the Department of Transportation. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Welcome to the committee. Before we get into general comments, I would like to remind the Members the allowable time for any one Member to speak at any one time is 10 minutes. That is the rule of this committee, and I would urge the Members to be conscious of that rule. General comments from the floor. We are in the Department of Transportation budget 1997-98. General comments from the Members. Mr. Ootes.

**MR. OOTES:**

Thank you, Mr. Chairman. There are a number of areas I would just like to make some general comments on and pose some questions when we get

into the line by line or general question period. One of the things that I have noted about this department as I have been a Member of the Resource Management Committee, I would like to state that this department has taken a substantial reduction last year and this year. This year's reduction is \$16 million in funding, of which \$12 million is capital and \$4 million is O and M. Additionally, this department has been reduced by 30 positions. I was concerned about the reduction of these numbers of individuals. Fifteen positions were vacated but 15 positions were filled. I guess my concern with the reduction, Mr. Chairman, is that while we are reducing all these positions, we are not really eliminating any programs. The programs need to be continued to be delivered or, at least, the department is indicating that the programs will continue to be delivered.

Another area of concern I had was with respect to the airport lighting at Arviat. We checked the five year capital plan and it had been projected and reported that Arviat definitely needed new airport lighting. Yet, all of a sudden when we see the business plans in the budget, it only has \$50,000 for the replacement. Really it is a repair job on the lighting. I guess the concern I have is why was it originally slated that the lighting system needed to be replaced, yet now we found out that no, it does not be replaced. We will just do a patch-up job on it. The other area of concern, as the report indicates, has to do with the Rankin Inlet resupply terminal and the recommendation of the committee that any capital projects related to the Rankin Inlet tank farm not be included in this particular department. I believe there is funding of \$800,000 which we need some explanation on.

I have some concern about the timeframe of the transfer of staff to Nunavut and where the staff will be going. By timeframe, I understand that the department does have a program to transfer staff to Nunavut and I would like to know when that timeframe is, who is affected, and the amount of staff.

Finally, Mr. Chairman, the emergency response services--the units have been eliminated for Norman Wells and Iqaluit and I would like to get the Minister's comments on that. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. There are some implications that the honourable Member wishes to get some response from the Minister. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, yes, I agree that this department has taken substantial reductions, both in this current year's budget as well as this budget that we are looking at for 1997-98.

In regards to the positions, the honourable Member mentioned 30 positions and just to clarify this area, it is actually 29.5 positions identified for reduction. I guess you could round it off to 30 positions. Eighteen had incumbents, not what was reported, that 14.5 actually had incumbents. So I guess he rounded that off to 15 as well, which is fairly close.

Page 620

Of these 18 employees, at this time our understanding is that six may be negatively affected, although there may be other options or opportunities before them being actually laid off. Four of the employees indicated a preference for being laid off and one is retiring. Seven new positions are being created by combining responsibilities of existing positions, so that leaves 12 actual people who may have positions. Layoff notices have not been issued, except in one case where it was requested by the individual. The 18 affected employees were notified late last year that, subject to this budget approval, their positions were to be affected. This was word of mouth type of awareness that was given out to 18 of the affected people.

This provided them with advance notice in case they had other plans or other opportunities come up. In fact, one employee had an opportunity to go back to school and asked to be laid off early. This was done. Had she not been given advance notice, she might have missed that opportunity. This is just to clarify the concern that the honourable Member has in regards to positions.

In regards to the Arviat lighting, the five year capital plan is exactly what it is. It is a plan that is put there by the departments. In some cases the communities put their plans forward, usually as a joint-type of action. Each plan is looked at by the department and investigated as the time draws near to the actual year of the project itself.

In this case, yes, it was reported earlier that the Arviat lighting may need replacement. Since this airport was built some time ago by the federal Transportation, it was one of the airports that was transferred over to us. We were not too clear about the condition of the

lighting system. Similar to other airport lighting that we had problems with, this one we thought may require some work as it was slated in the five year capital plan.

This past June, some technical people went into Arviat to take a closer look at the lighting system and determined at that time that it needed some repairs. Rather than a complete replacement, they are going to install some pulpits and connectors and replace some fixtures. The feeling here is that this improvement to the system will make it easier to trouble-shoot and repair in case of any failures. This is the scope of the work that is determined here for the Arviat airfield lighting project.

I guess the question here is, why was it originally slated? Again, this project was installed in the late 1970's by Transport Canada and the system had been installed without the benefit of underground conduit and pulpits, both of which enhance trouble-shooting and preventative maintenance of the system. Based on the age, the department programmed the project to replace this existing system, and as a result of that, upon assessment, it was determined that it did not require the extensive type of repairs that it was originally thought it may require.

Moving on to the Rankin Inlet re-supply terminal building, actually the Rankin Inlet re-supply terminal, sorry about that...Mr. Chairman, the honourable Member is correct that there is about \$800,000 in the budget; actually \$820,000 is the exact figure.

Just to do some clarification here, in 1996-97 and 1997-98, a total of \$1,620,000 was allocated to the construction of this marine terminal facility. In 1996-97, \$250,000 of it was re-allocated from the Rankin Inlet marine terminal project, with \$150,000 of it going to the Pangnirtung harbour development project and \$100,000 going to the Iqaluit and Apex harbour enhancement projects.

This \$250,000 was put back into the Rankin Inlet marine terminal project in 1997-98 and the \$150,000 from the Pang and the \$100,000 from Iqaluit and Apex were projects that were already in the capital plan system. All we did at that time was bump them forward so that \$250,000 is put back into the project for this year. So it is part of the \$820,000.

Of the \$1,620,000 allocated for construction in 1996-97 and 1997-98, \$1,050,000 of it has been committed under the full authority agreement that was signed with the hamlet of Rankin Inlet. Under this full

authority agreement, \$800,000 is committed for 1996-97, and \$250,000 is committed for 1997-98. So this leaves \$570,000 of the \$820,000 of the funding in 1997-98 that is uncommitted at this time. Hopefully, all these numbers clarify for the honourable Member his concern about the Rankin Inlet re-supply terminal.

Another concern the honourable Member had was in regards to transfer of staff to Nunavut. In the previous government, direction was given to start developing an eastern Nunavut Department of Transportation and positions were established in the Nunavut area. In 1995-96, 17 positions were created in Nunavut in Rankin Inlet and in 1996-97, five more positions were moved over there.

There is a second phase that we have put on hold. The plan was to move 17 more positions in the 1997-98 year, but that is put on hold, pending further developments and direction from this Legislative Assembly and from the Cabinet. Again, just for more clarification, the plan is that in phase 3 in 1998-99, we are anticipating moving ten more positions over there. At the present time, nobody is intended to be affected in regards to filling these positions and we put this whole transfer movement on hold.

Mr. Chairman, the final concern of the honourable Member was in regards to the emergency response services for Norman Wells and for Iqaluit. The Norman Wells emergency response services is more or less done. I stated in the House earlier to the Chairman's question, that when the emergency response service was turned over to the government in the Territories from the feds, for Norman Wells there were no actual persons who were transferred with it, and we moved ahead and eliminated the ERS service in Norman Wells.

As for Iqaluit, it is a different situation. Mr. Chairman, the Department of Transportation has participated with Transport Canada in the development of new emergency response services regulations and the new federal regulations which will soon come into force, we are told, will not require an on-site fire fighting service at the Iqaluit airport.

The department conducted a study on the need of the emergency response service at the Iqaluit airport to ensure that all issues were taken fully into account before coming to a decision. Consultations were held with a representative from

the community of Iqaluit, the northern air carriers, Transport Canada staff, and international staff service organizations.

The study concluded that the emergency response services at Iqaluit are not required by regulations and are not necessary for the safe and effective operations of the airport. At the present time, the department plans to decommission this emergency response service in the new fiscal year.

Those are my comments on my response to the honourable Member. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. I would like to take this opportunity to remind Members that we agreed to a process here earlier this week, whereby we would stick to general comments when we are addressing program summaries and general comments from the Members. If you have specific questions that cannot be addressed under any one of the activities, I presume it would be addressed under program summaries, which covers the whole department. Or, second choice is corporate services, which covers policies and operations of the department.

We also agreed that all Members would come forward with their comments and only then would the Minister respond, so that he does not have to continually respond to each Member maybe asking the same type of questions. I believe we all agreed to that and I would like to ask Members to stick to that process.

I believe I have Mr. Tommy Enuaraq, next on my list for general comments.

**MR. ENUARAQ:**

Thank you, Mr. Chairman. I am going to be talking in Inuktitut. (Translation) Mr. Chairman, I do have a comment to make to the Department of Transportation, as well. The Department of Transportation allocates some funding to all the communities and I would like to give them appreciation for this. The Department of Transportation is visible in the communities, not only in Nunavut but within the west of Nunavut, and we appreciate that very much. Mr. Chairman, I would like to comment that you allocated funding to fix up the lighting system on the airstrips. In Clyde River this was done as well. The lighting system was done and also this will happen in Pangnirtung. In Broughton Island, they will be upgrading the airstrip. As I stated,

this is a very important issue to make sure that there is safety within all the communities because we get aircraft into the communities. For that matter, to every day make sure that there is safety in all the communities and it is very important because you stated that your first priority is to make sure that there is no danger. Recently I stated that in Pangnirtung, that we have to relocate the airstrip to another, safer place and this is very important to have safety in that hamlet. In the Baffin region, it is right behind Iqaluit because they get many aircrafts. There are a number of aircrafts that land every day in that community and we would like to make sure that this is safe. I would like to see you work along with the federal government with the Department of Transportation, that the Pangnirtung hamlet have stated in a letter that they would like to relocate the airstrip. Also, we have given the government a motion from the hamlet of Pangnirtung. Like I stated, we appreciate the job that you are doing. I would like to comment on Clyde River, the terminal in Clyde River is in a very poor state. Also, they have been asking for another terminal building and the same goes for Broughton Island. Clyde River and Broughton Island have been asking for a terminal at the airport and I was not told that there was no funding left for these in the past. I would like to get a better understanding by writing to me for the reason why this is going to be delayed in those two communities of Broughton Island and Clyde River and, also, I would like to state, Mr. Chairman, it is very important that we have safety in the community because life is very important to us. Everybody has to be in a safe situation because this is your first priority, that everybody has safe grounds to live. Also, if the Minister would like to answer these two questions for the terminal in Broughton Island and Clyde River because I do not see them in the budget. Would you be kind enough to answer those two questions for me. Thank you, Mr. Chairman. (Translation ends)

**CHAIRMAN (Mr. Steen):**

Qujannamiik, Mr. Enuaraq. I will address it when we reach that activity. So, I would suggest that these questions that you had for a specific item, you may wish to ask them again when we reach that activity and then the Minister can respond directly to that particular item. General comments are supposed to be more to the overall operation of the department. Mr. Enuaraq. You had your hand raised.

**MR. ENUARAQ:**

Thank you, Mr. Chairman. Can the Minister at least tell me why the terminals for Clyde River and Broughton Island were deferred? Since they are not in the main estimates, I thought they would fall under general comments or general questions. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Enuaraq. When we reach the Baffin section here and you do not see what you are looking for, then you ask the Minister why it is not listed there. When you reach page 10-13, where it refers to Baffin building and works, if you do not see what you want there, well then you ask the Minister why it is not there. Thank you. Mr. Enuaraq.

**MR. ENUARAQ:**

Thank you, Mr. Chairman. That is why I am asking the question, because I do not see any terminal building for Clyde River or Broughton Island. I do not see it in these main estimates. That is why I am asking the question. Thank you.

**CHAIRMAN (Mr. Steen):**

Mr. Enuaraq, I am suggesting to you that you ask the question when we reach page 10-13, buildings and works, Baffin. I have next, Mr. Miltenberger.

**MR. MILTENBERGER:**

Thank you, Mr. Chairman. I will be interested in this particular department, specifically in the Minister's comments in relation to the efficiencies and areas of improvement of service that have been mentioned by the Minister Arlooktoo, when he talked about amalgamation not being an issue any more, but that there was still a need to continue to realize these efficiencies within the various departments in a limited duplication and look at areas of becoming more effective. I have a number of specific questions, but I have taken Mr. Chairman's direction to heart, so I will be saving those. From an overall point of view, I am just interested to know the direction, as well as the same concern that I had with Public Works and Services, that a clear message be sent to the staff and to the communities that there

Page 622

will be a period of consistency and stability in the department once this budget is passed and that people can get on with their jobs in this very important area and carry out the various tasks they have before them, without the concern of any more substantive

changes within the life of this government that may result in significant program changes or continued job loss. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Miltenberger. General comments, Mr. O'Brien. Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman. Mr. Chairman, general comments on the Department of Transportation. First of all, I think, after going through the mains from last year and this year, I am quite pleased with the work of the department. After the past few months of working very closely with Minister Antoine and his staff on the ERS situation in Iqaluit which, as he just earlier stated, was to be shut down because of federal regulations. I guess general comments on the federal regulations are that the federal regulations do not take in the movements of passengers in and out as a hub region. It takes in the number of passengers. On that scale, yes, we do not need it, but it also does not look at the geography, the location, the weather conditions, climates, and the hub traffic. On the break waters that were mentioned earlier, I would also like to thank the Minister, last year, for moving several hundred thousand dollars out of the Rankin tank farm project, and Mr. Todd for redistributing that money into Iqaluit and into Arviat, into Pang and other communities. I think that was very important. I would thank the Minister for doing that and would also have a couple of other general comments on the roads. I see that we are building a lot of access roads in communities to hunting areas and trapping and fishing areas and camping areas and I would like to see that type of project continued, because it is of benefit to all of the communities, especially in smaller communities. With that, these are my general comments. When we get to the main estimates, line by line, I will be asking specific questions on the ERS to the appropriate Minister. Thank you, Mr. Steen.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Picco. General comments. Mr. Barnabas.

**MR. BARNABAS:**

Thank you, Mr. Chairman. I also have a concern over the Transportation Department. With the community empowerment coming up, with the communities taking over, I think there needs to be improvement in

emergency response situations. I would like to remind the department again, that the closure of icebreakers has to be considered again, especially in high Arctic areas. Icebreakers will be servicing most of the time, with limited time to service the high Arctic areas. This still needs to be addressed. In the high Arctic area, we will still depend upon icebreakers. That is my short, brief, general comment. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Barnabas. General comments. Mr. Ningark.

**MR. NINGARK:**

Thank you, Mr. Chairman. Mr. Chairman, like my honourable colleagues from the Umingmaktuuq region, eastern Arctic, my concern, the concern of the people that I represent, is in the area of airports. In this case, air travel, Mr. Chairman, within the past ten years we have come a long way. We have modern airports in our community. We have terminal buildings. We have non-directional and directional beacons in the community. We have come a long way since 30 years ago.

One of the main concerns of the travelling public in the eastern Arctic, I presume I speak for them, I am not from that area. At the same time, this is a concern coming from my area. In some cases, we do not have the luxury to travel by the land and, in this case, we do not have highways, we do not have the luxury of travelling by vehicle to the next major hospital, when a medical emergency is at hand. Mr. Speaker, I appreciate, and most people will, the fact that the government has given the communities some support in maintaining their airports. In fact, our airports are now classified, recognized by the Ministry of Transportation and they were constructed to the specifications of the ministry of this country. As one of the renowned scientists, Mr. Murphy once said, "what can go wrong, will eventually go wrong". There may be times when the medium-sized aircraft is within a vicinity of the airport and has to have an emergency landing within that vicinity. In some cases, our airport runways are not long enough to accommodate or facilitate aircraft that are in emergency situations. There are times across the territories we hear equipment burned down, buildings burned down.

In the eastern Arctic we depend highly, if not solely, on air travel. What happens in the community of Taloyoak, in the event that a vehicle or equipment

used to maintain the runway is burned down? What happens in the event that the equipment that is used to service a community, in this case a water truck, maybe a sewage truck burned down? What happens if the garage burns down that is there to house all the essential equipment used for community service? There would be nothing left.

I think we have to plan. We have to be prepared for the worst case scenario. In Taloyoak, we have a runway and it was built to specifications of the Arctic airports. In this case, subsequent to Ministry of Transport Canada, it is not long enough to facilitate a medium-sized aircraft. When I talk about a medium-sized aircraft I could be talking about 747s Taloyoak that is able to land in Taloyoak.

About the same time, we have lear jets. There are times when we have emergency cases in the community. Someone is sick and we do not have the luxury, as I indicated earlier, of having to travel by road to go to a hospital, obviously equipped with all the necessary equipment to deliver in emergencies. So, Mr. Chairman, we have to understand that in this day and age, we should have the ability in the eastern Arctic, especially when we do not have the luxury of road travel, we do not have medical centres with all the necessary equipment to take on the emergency situation, and in some cases, we do not even have a practical, long enough runway to facilitate emergency situations. This is the case in Taloyoak. People in Taloyoak have approached me many times. This is still an issue. The people of Taloyoak, the mayor, SCO, on some occasion have had the opportunity to meet with the Minister. Mr. Chairman, in this day and age, we have instrument landing systems in some airports, some communities with instrument landing systems, and have the luxury of having a road to travel to medical centres. We have to realize for public safety, Mr. Chairman, to maintain the necessity of air travel in the Nunavut area, eastern Arctic. We have to try to be sensitive,

Page 623

be understanding and try and accommodate those communities that need these facilities. In other areas, as the western Arctic, there are means to travel around. We have roads around here, we have highways and we have different types of aircraft, but in the eastern Arctic we do not have that. You are lucky if you have two different airline companies travelling on schedule to your community.

In my region we only have one that is on schedule. We do have a chartered airline in Cambridge Bay. I am thankful for that. I want to express my appreciation, but there are times when the community is short supplied. When commodities and other essentials are unavailable in the winter time, the only way to get those things is by air travel, but the airports, in some cases are not long enough to facilitate them. Mr. Chairman, I thank you for allowing me to express my concern. At the appropriate time I will be asking questions. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Ningark. We are on general comments. Are there any further general comments? If there are no further general comments, I will ask the Minister to respond. Mr. Erasmus. General comments.

**MR. ERASMUS:**

Thank you, Mr. Chairman. Mr. Chairman, my comments are primarily concerning the highway between Yellowknife and Fort Providence and the Ingraham Trail. Because of the BHP diamond mine and the other mining activities up north, we are beginning to have a lot of big trucks travelling on those roads. Now, I understand that there is going to be a study done to see what is the best avenue to take for improving that road between Yellowknife and Fort Rae. Last year, I believe there was \$600,000 in that neighbourhood and perhaps more, that was not used somewhere around Providence because the road had not deteriorated as quickly as was originally thought. That \$600,000 wound up being used in another jurisdiction or constituency, I guess. It was not used for the same road.

Mr. Chairman, I think that money could have went to financing that study and we would not have had to wait for another year. We could have had that study being worked on right now. We have heard complaints from Mr. Rabesca on the traffic on the road between here and Rae and I travelled on that road two weekends ago and the traffic by the big trucks is quite heavy. I have never experienced that many vehicles on that road and I have lived here all my life. They have slowed down, but now it takes an hour and a half to get from here to Fort Rae.

Mr. Chairman, we all want a solution, but we do not want to increase our travelling time by an extra 50 percent. I think the sooner we can get the road straightened out a little bit and widened, the better off

we are, therefore, I am dismayed that the money that was not needed for that Highway 3 was not used for that study. Similarly, Mr. Chairman, those large trucks that were carrying large loads have to continue up on the Ingraham Trail once they pass Yellowknife. That road is in worse shape than between Fort Rae and Yellowknife. I know that the speed limit is now at 70 kilometres per hour. That is a sufficient speed. The problem is keeping those big vehicles to stay on their side of the road.

Mr. Chairman, the name of that road is Ingraham Trail. That is what it is. It is a trail, not a highway. It was not made for that type of traffic. That road has to be widened as well and I believe that this government has to find a way to widen that road because if we do not do that, I am afraid someone is going to be severely injured or perhaps even killed sometime in the future.

We have trucks that are going through there approximately every 15 minutes or so, or maybe even less time in between. It is just not safe for residents of the trail. At one time I had questioned the Premier on the possibility of re-introducing the vision, the "road to riches" that Prime Minister Diefenbaker had instituted many years ago during his tenure as the Prime Minister of Canada. Unfortunately, that road was when the Ingraham Trail started and it petered out after Mr. Diefenbaker's government lost the following election. The Premier had indicated that he would be willing to look at the possibility of a partnership between the federal government, territorial government and industry and whomever else that is interested, so that they can continue on that road and widen Ingraham Trail. I would be interested in hearing from the Minister on this particular subject when he has a chance to speak. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Erasmus. We are on general comments, and I have Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. I will keep my comments brief. They are along the same lines and much of the area has been covered by my colleague, Mr. Erasmus. Mr. Chairman, this government has spoken a number of times about initiatives to create employment in the territories. It goes in hand with helping with the social problems. The more work and more jobs we can create in the territories, the less strain that will be created on our social programs.

There are initiatives just north of Yellowknife, particularly, the BHP and Diavik projects that have the potential to create large amounts of jobs for northern people. The only means of transportation we have is Highway 3 to get the products and building components to the jobsite. I was very disappointed last year that funds for the upgrade of Highway 3 were removed from the budget. Here is a project that, in the long run, will help to create employment opportunities for northerners, and having that access in the best possible condition for the traffic that will be travelling that road to get both of these projects on stream and other ones that will come. I certainly have to question the building of access roads as compared to initiatives such as this, that is going to be creating employment in the north. I have to question the wisdom that goes into building these access roads. I have little or no doubt that communities get benefits from these access roads. The best explanation I have had to date that it is better access to hunting and fishing. That is all well and good but I think we have to accept the fact that we are in a wage economy and, if there are dollars that can be spent that will create employment and create taxes for the government, I think we have to look in the short term as to where they are best spent. If we can get better products and services to situations or locations that will create employment in the short term and long term employment, I think the department should be looking at those initiatives, initially. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Henry. We are on Bill 8, Appropriation Act, 1997/98, Department of Transportation, general comments. I have Mr. Roland.

Page 624

**MR. ROLAND:**

Thank you, Mr. Chairman. Mr. Chairman, transportation is very important to all of the territories, not just one portion of it. Whether it is airports, wharves or highways, I think, Mr. Chairman, that we do have to realize that it is important that we have access to places that will provide long term employment but also, the Northwest Territories before all of this started had a different sort of employment and a different way of doing things. I think it is good that this government has realized that for the access roads for the communities, especially if those access roads can be linked together and create a Mackenzie Valley Highway. I would say that overall, the direction of the department has been good when it comes to

what it has been doing for all of the territories. In our area of Inuvik and the Mackenzie Delta, I think the Dempster Highway is an example that is very important. That it is a key link to keeping costs low and the recent work that has been done in that area and the attempt to develop it, has been very good for the area and the economy. At the same time, I do have concerns with the way in which the work has been done or handed out. In the area of reductions when it comes to this department, I have concerns as to what impact it will have on the area of Inuvik and the Inuvik region. I hope to get information out of the Minister as we get into detail as what impacts are going to be felt in the Inuvik area. I would say, in general, I think the department has done well in its area of the transportation initiative, and that we all cannot forget where we have come from to where we are now. I would encourage the department to keep looking in the direction it has been. We do have to realize in some areas the amount being spent has to be justified and scrutinized a little more, but I think in general we have been trying to do the best we can and keep in mind the whole territory. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Roland. Are there any further general comments? I do not believe that there are any further general comments. Mr. Antoine, would you like to respond to the general comments?

**HON. JAMES ANTOINE:**

Yes, Mr. Chairman. I will try to make it very brief, so we can get into details. I think a lot of these areas could be covered in detail. Let us go down the line here just generally on deferring of different projects, I think there were some specific requests made by some of the Members. On the budget reduction, we looked at deferring projects one or two years. We bumped them back. This is done through analysis by the department. For example, if an airport terminal exists in a community, and it still has maybe two or three years life in it, then there is no need to replace it immediately. Then analysis is done and we move it back. In some cases, there are some reasons for delay, besides deferring. There is the possibility the project is preliminary to the actual airport terminal building and needs to be in place before we actually need to do it. That would cause some delay. I will just leave it general at that and, once we get into the airport terminal buildings and some other questions on deferral, in regards to Clyde River and Broughton Island, we will get into it at that time.



In regards to the department in general, the department was gearing up for amalgamation, but now that it is no longer going to happen, we now have to reevaluate our department. For example, we had a lot of casuals on staff and we never filled any permanent positions because of that. Now we are going to seriously start looking at filling those permanent positions. I think the people who are in place are reassured that we are going to function as the Department of Transportation and that we are going to move ahead with our priorities. Generally, the message is clear to the staff that there will be a period of consistency.

In regards to the access road, I think there are a number of people who mentioned it. I just want to say that it is a very popular program in the smaller communities. As long as they do not start heading for the first river or creek, I think we will be okay. Then we will have to start thinking about bridges. Just a general comment on the access road. It is a very popular program. It provides an opportunity for communities that are still practising their traditional lifestyles of putting food on the table by hunting and fishing. It is a compliment to the wage economy. In a lot of communities, that is the way people generally put food on the table. Based on that, I think it is a good program. These are the programs that are given directly to the communities and the communities, like municipalities, do the work themselves, so they make a dollar go further rather than using that term instead of the other one, that you get more out of your dollar than the other way.

In regards to air travel and the length of airport runways, that is an ongoing problem that we have in this department. In this time of budget restraints, we are going to have to look at each case in relation to all the other requests that are there. If there is a real need or safety reason, we will look at that. For the time being, we are in a state where we are going through budget restraints and we have major cutbacks in this department. Therefore, we have to note it and say that we realize that this is a request and leave it at that. For the highway to Providence and here, there is a price whenever there is something good happening and, in some cases for business, the economy and for jobs in Yellowknife and this region, with the mining development and the diamonds, the future looks good for business and the economy here. At the same time, there is a price that you have to pay for that. In this particular case, all along and for years, I have known that the infrastructure of a country is a main driving force to

developing the economy. In this case, the highway is a major infrastructure that we have in this part of the Northwest Territories and we have to make good use of it. We have to look at the resources that we have and then try to make the best use of the dollars in trying to develop that infrastructure.

Unfortunately, the cost that we are looking at to finish off the highway between here and Rae is a major one. At the same time, it is the roads to riches that honourable Member Erasmus made reference to. We call it road to resources. That is an idea, putting a highway into the Slave geological province, where there are a lot of minerals, and maybe even finishing off a road up into Coronation Gulf. That is one of the ideas that have been thrown out.

Of course, there is the finishing off of the highway down the Mackenzie Valley connecting from Wrigley on through Norman Wells and connecting to the Dempster Highway, close to Arctic Red or close to Inuvik, and finishing off the highway from Inuvik to Tuk.

These are the different scenarios that are out there and we have been developing a plan over the past few months with

Page 625

the department and trying to look at ways on how to be a catalyst in trying to bring the GNWT, the federal government, industry, the different aboriginal First Nations' organizations and their development corporations - trying to get all the different stakeholders out there who are eventually going to benefit from this type of venture, trying to get them together. We have been working on different plans and different scenarios and what Mr. Erasmus and Mr. Henry have alluded to, of developing a plan. We have not just been sitting here on our hands doing nothing about a plan. There are people actively engaged in looking at what the possibilities are out there, in trying to secure enough resources to do some of this type of major infrastructure development.

The creation of employment is a key factor as well and in communities that are traditional and that still practice a traditional lifestyle, there is no wage economy. They have to learn how to put food on the table. Again, the access road is one avenue that is there that provides employment to the community and also opens up the country for the people in these communities.

Again, I just wanted to say that this department has taken quite a drastic cut this year and last year and we are still going to be able to provide the programs and services that are there. But hopefully we will be able to do that without any major changes to the way we have been doing programs and services in this department.

I just wanted to make those general comments in response to some of the general comments that were made. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Antoine. We are through with general comments and we are now on page 10-10, corporate services. Operations and maintenance, total operations and maintenance, \$7,970,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Mr. Krutko.

**MR. KRUTKO:**

Thank you, Mr. Chairman. In regards to corporate services, there were a lot of concerns raised by the committee with the number of cuts that this department has taken in the last two years. I would like to ask the Minister, at what point is the efficiency of this department going to be disabled because of the number of individuals within the department? Also, with the limited resource of people, recognizing that a lot of the people within this portfolio deal with the construction of roads and also deal with bridges and other items, they have a resource there which is critical to the development of our infrastructure in the north because of the downsizing. I would like to ask the Minister, has he seen the extent of these cuts and the effect it has on this department?

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Krutko. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, in the business plan that we have here, we feel we have enough resources and enough people within the department to carry out the work that is required. As you know, we have taken quite a substantial cut in the

amount of contracts that are going to be out there. The capital has been cut back substantially and, as a result, there will be less work in the sense that we will not be doing as much as we were in the past. Based on that, I think that we should be able to carry out the work that is ahead of us. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Minister. Mr. Krutko.

**MR. KRUTKO:**

Thank you, Mr. Chairman. In regards to the elimination of the 14.5 staff positions in the 1997-98 budget, we as the resource committee feel that is going to be detrimental to the overall operation of this portfolio. What is going to happen in regards to those 14.5 positions?

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Krutko. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. As I indicated earlier, there were actually six people who we feel are going to be affected negatively in that whole process and, I think that, with that many people being affected negatively, I do not think it will cause that significant a difference to the way that we carry out the work in this department. These PY cuts were basically to try to streamline the operation of the department and at the same time try to meet the budget reduction that we are targeted with. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Antoine. Mr. Krutko.

**MR. KRUTKO:**

Thank you, Mr. Chairman. In regards to the six positions that you did state are going to be let go, in which it is going to be critical that those positions are held, can you tell us exactly who is holding those positions at the present time?

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Krutko. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, in some cases, in some of the positions there were a number

of people who were actually in place who have asked to be laid off, taking their packages. There are some positions where we are combining two positions and trying to make them into one. In those cases, if there are two people in these positions, then both will apply for the position and one of them will probably be successful. Based on that, we are saying that by six people being negatively affected, they are in positions that, for example, we are looking at positions such as in Yellowknife, like a manager of a special project, assistant soils technician, administration officer, receptionist-secretary. In one case, a superintendent of highways is retiring; he is actually on a disability list and we are combining another position with that with another incumbent in there.

In other areas, we have a manager of maintenance management, an engineer project manager, a highways budget analyst, a data entry clerk, a heavy equipment operator, and an airfield maintenance specialist. These are the type of positions that are going to be affected. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. Krutko.

Page 626

**MR. KRUTKO:**

Thank you, Mr. Chairman. In regards to these six individuals, you mentioned a few people who are involved in the technical trades area. I think it is critical, at this time, that we maintain as many resource people with technical backgrounds, especially in the maintenance of the infrastructure in the north - the problems we are seeing with our winter roads in regards to the crossing, the problems that have been identified by Members in their statements in regards to the road between here and Rae, and other facilities such as that.

I think it is critical at this time that we maintain as many technical people as we can. With that, I would like to ask the Minister what is the plan to maintain as many of the technical skilled people in this department, so we can continue to maintain a reasonable service, not only to the public, but also to the upkeep of the infrastructure in the north.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the department is looking at the different services that are out there in the private sector as well. There are specialties that are on the market now that could provide some of the type of work that people within the department are doing. That option is there. At the same time, we still do have technical people within the Department of Transportation and we will continue to use their services within the department for the time being. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. According to the number of questions tallied by my co-chair, you have asked up to now, four. This is final for the time being, Mr. Krutko.

**MR. KRUTKO:**

Thank you, Mr. Chairman. I would like to ask a final question and I would also like to move a motion.

The final question to the Minister is in regards to the cuts that have been taken in last year's budget versus this year. In regards to the amount of dollars that have been cut and the number of positions, which is in the area of 225 positions, what do you think of such drastic cuts in regards to this portfolio?

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Krutko. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, perhaps I need some clarification, because the 225 positions...we did not cut that much in the Department of Transportation. Perhaps my honourable Member is referring to an overall government-wide cut. We have cut 29.5 positions within this department and they are not all filled, and last year we also had 29 positions cut. It is less than 225 positions. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. We have Mr. Erasmus. Mr. Krutko, you indicated you are making a motion. Mr. Krutko.

Committee Motion 12-13(4): Recommendation of CR 4-13(4): Resource Management

**MR. KRUTKO:**

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

not remove the 14.5 staff positions during the 1997-98 fiscal year. It is further recommended funding requirements to maintain these positions be found in other departmental areas or that the funding be taken out of projects for 1997-98 budget surplus.

**CHAIRMAN (Mr. Ningark):**

Thank you. I am informed that it is in order. It is, in fact, in the Standing Committee on Resource Management and Development's report. This is Committee Report 4-13(4). The motion is in order, is translated. To the motion. Mr. Arlooktoo.

**HON. GOO ARLOOKTOO:**

Mr. Chairman, at this point in time, I do not think that everybody has that motion in front of them. If they could be given a couple of minutes to dig it out and to review it.

**CHAIRMAN (Mr. Ningark):**

You had a copy of the report initially. If you do not, a second is being circulated to the Members and is translated into the Inuktitut language. Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. Mr. Chairman, at this time I require some information. I believe the department had this proposition put to them previously and I do support it, but I would like to know why the department was not able to support the committee in what they are proposing?

**CHAIRMAN (Mr. Ningark):**

Thank you. Perhaps Mr. Antoine can speak to the motion and at the same time answer the question of the honourable Member. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. As I indicated earlier in my response, I made a point of saying that there were 29.5 positions identified for reduction and 18 had incumbents. I went down a list saying that six will be negatively effected and there will be other opportunities before being laid off. Four had indicated preference to be laid off. One employee is retiring. Seven new positions have been created to combine the responsibilities of existing positions. We have gone through this with the department. We looked at the recommendation of the standing committee and we could not support the reinstatement of these

positions when we looked at the recommendation and at the cost of the options for delivering the programs that we have. Like I said, for streamlining the department and for trying to meet our targets through the budget reduction exercises, we identified these positions. We tried to eliminate most of the positions that were not filled first and then we looked at the positions that we felt were not required at this time based on the amount of actual reduction in the capital that we have today. We do not require as many people to carry out this work. Based on that, we made the decision to stick with our original plan. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Minister. I am informed that if a Member speaks to this particular motion, they can only speak once. Again, I would like to remind the Members that, when you speak, you speak specifically to the motion. To the motion. Mr. Ootes, you have already spoken to the motion. No? Mr. Ootes.

Page 627

**MR. OOTES:**

Thank you, Mr. Chairman. I am supporting the motion. This matter was discussed extensively by the Resource Management Committee and it was felt that the cuts that had taken place last year, both financially and personnel wise, and the cuts that are taking place this year, financially and personnel wise, have reduced this particular department's ability to operate tremendously and yet, no programs have been eliminated or reduced. It is my feeling that the department is going too far in reducing its personnel numbers and, as a result, it is my feeling that programs could be effected as a result of it. Therefore, I am supporting the motion to retain the 14.5 positions. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Ootes. To the motion. You have a copy of the motion, you know what the motion is all about so stick to the motion, please. Are we ready for question? Yes. All those in favour of the motion, raise your hand. Keep it up until we count it. Down please. Opposed? The motion is carried. Now, shall we go back to the budget. Transportation. We are on page 10-10 and that is quite easy, there is 10-10. I always have a problem with calling the numbers. Corporate services, operations and maintenance, total

operations and maintenance is \$7,970,000. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. In corporate services, contracts administration, is there a policy within the department on negotiating contracts? When a contract is signed, how long is it signed for? Is it an annual basis? What period of time is it valid for? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister Antoine.

**HON. JAMES ANTOINE:**

Yes, Mr. Chairman. Thank you. Yes, the Department of Transportation does have a policy on negotiated contracts. The length of the contract is until the work is complete and, in some cases, the contract is for multi-year. Some of them are a year, some of them are more than one year, up to maybe four, five years. Thank you.

**CHAIRMAN (Mr. Ningark):**

Mahsi cho. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. How long are the ones for maintenance of roads? What is the duration of those contracts? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, those highway maintenance contracts, the length of them varies. If it is a negotiated contract, then the lengths of each section is different from each other. Some of them are designed different from each other, so they vary. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. How does the department enter into these negotiations? When they are entered

into, who is involved and what is the process to getting it approved? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. The honourable Minister for Transportation, Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the negotiated contract is usually brought forward by a company or a development corporation with the support of the Member of the Legislative Assembly of that particular area or community. Our staff are then directed by the Minister to go ahead and sit down and start negotiating with that particular entity. Once an agreement is, more or less, agreed upon by the staff, then I, as the Minister, take it to Cabinet for final approval. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. You have a couple more, Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. What happens in the case where the area being worked on, or the area that is being negotiated, crosses a number of communities or constituencies? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. The honourable Minister for Transportation, Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, in that case we try to go by some criteria, and one of them is that there has to be political peace in the communities or in that region. We try to make everybody that is going to be effected in that area aware of the situation and try to get everybody in support of the negotiated contract. From there, once those criteria are fulfilled, then we feel that it is enough grounds to move ahead with it. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Final supplementary, Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. If you have a contract with a company for a certain percentage of the work, what is the process with the rest of the work that is open for tender? If you use a company or negotiate a portion of the work for 25 percent and you have 75 percent for open tender, the company that you negotiate with, are they allowed to bid on the other work?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, we have to take it on a case by case basis, one contract at a time. That is the way that we would approach it. Just to clarify, the negotiated contract is there to try to help mainly developing aboriginal corporations get a foothold into the business world, to try to help them to gain experience and build up their expertise and build up their resources in that particular field. That was the intention of it in the smaller communities. I guess, years ago, when that was not happening, we would see a lot of companies from outside the communities come in and do this particular work and leave nothing behind once they get done. In this particular case, the negotiated contract allows the community or the regional corporation to do the work, hire the people in the communities, acquire the different equipment and resources that are required, and leave the money right in the communities where it belongs. This is the general idea behind the negotiated contracts. Thank you.

Page 628

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services, page 10-10, operations and maintenance. Total operations and maintenance, \$7,970,000. Mr. Ootes.

**MR. OOTES:**

Thank you, Mr. Chairman. Following up on Mr. Roland's questions, I wonder if the Minister could tell us if the department uses a single policy and if that policy is the same one that DPW uses?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. GOO ARLOOKTOO:**

Thank you, Mr. Chairman. Mr. Chairman, the Department of Transportation follows a negotiated transportation contracts policy. It is an actual policy of this government. It is slightly different from the Department of Public Works and Services in the sense that we sit down with the different people who want to negotiate a contract. After they meet the criteria, our staff develops or goes through a negotiation process, covers all the different areas that need to be covered in terms of the contract or requirements of the contract. Once they come to a satisfactory agreement, then it is recommended to me as the Minister and I take it to the Cabinet for approval. I think in the case of the Department of Public Works and Services, they have a set of guidelines that they follow which requires them to go to Cabinet first for approval for negotiated contracts before they actually sit down and negotiate the requirements of the contract. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. The honourable Member for Yellowknife Centre, Mr. Ootes.

**MR. OOTES:**

Thank you, Mr. Chairman. I wonder if the Minister could tell me of the total capital budget, how many negotiated or sole-sourced or construction management proposals or site superintendent services might be awarded this year? Specifically, the dollar amount?

**CHAIRMAN (Mr. Ningark):**

The honourable Minister for Transportation, Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, we do not have those figures that the honourable Member is asking for until we get this budget approved. We do have a tender summary for this current year. Maybe I could provide that information that might throw some light on... I do not think it is going to change that drastically from this year to the coming year. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Ootes.

**MR. OOTES:**

Could the Minister tell us what it was for the current year if he has a summary?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, in regards to the current year's budget 1996/97 fiscal year, the value of the contracts that we have out there is about \$36 million and of that the public tender part of it is about 60.4 percent. For negotiated contracts, the value is about 12 percent. We have sole-source as well that is marked as 22.6 percent. For invitational tenders, 4.9 or let us say, rounded off to 5 percent. That is the value of the contract. I have figures on the number of contracts. That is about 324 contracts were sole-source out of the number. It was quite a bit, 53 percent. That is the number of contracts and public tenders were 24.4 percent and negotiated contracts that went out were 4.3 percent and the invitational tender was about 18 percent. There is a difference. I guess you could say there were fewer large contracts that went out to public tender. I guess that is the point I want to make. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. Ootes, you have one more question?

**MR. OOTES:**

Thank you, Mr. Chairman. My question is with regards to the business incentive policy. Is this applied on top of the sole-source negotiated and invitational tenders?

**CHAIRMAN (Mr. Ningark):**

Thank you. On policy, Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you. Only to the public tender process, thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services, operations and maintenance. Total operations and maintenance, \$7,970,000.00. Mr. Steen and Mr. Roland. Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, I believe just about the time the House was closing last year, there was a question put to the Minister in the House, about the contractors on the highway, I believe it was Highway 3, the reconstruction program. There were concerns raised as to whether or not these contractors were hiring NWT residents versus Alberta residents. I do not believe the Minister ever responded to that.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister?

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the honourable Member's question is that, so that I am clear, on the Highway 3 reconstruction last year, different contracts being issued to northern companies and that they were hiring southern companies to come in to help them do the work. Is that what the Honourable Member is asking? If that is the case, then some of the contractors that do the actual work try to hire as many people and different companies in the north, but in some cases because of the expertise, especially in the area of the asphalt business and the paving business, they get the expertise from the south. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services, Mr. Steen?

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, there were two points to the concern, I believe. One was that the original contractor was subcontracting work south of the border and also, they were using Alberta residents or out-of-territory people, rather than employing available NWT equipment operators on the job. I think the concern here is we are going through a lot of expense training these equipment operators and I believe that the department has one, through the processes of laying off some valuable equipment operators, but I think the concern here is whether or not these people are given ample opportunity to get employed on the

Page 629

job? Is your department keeping a close eye on these contractors to assure that NWT employees and residents get as much chance on these jobs as possible?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the honourable Member is making a reference to a large contract, the Highway 3 reconstruction. It is a large contract for us and, at the beginning of each contract, there is a pre-contract meeting where all the different players step forward and meet. That is one of the key areas that raises a major concern by all the people that come to the table. In some cases through the public tendering system, BIP is applied. However, there are some companies that may go joint with a southern firm and if they require the BIP, the BIP requirements, then in a lot of cases, they are successful, even though you deduct for the 15 percent or whatever the requirement that is required in the BIP and they still come out on top. If they go through the public tendering system, we try to encourage them, in that case, to try to use as many northern people, northern resources as possible. Whenever an issue like this is raised, then the department goes after the company to see whether they are following or carrying out the conditions of the contract. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, would it be possible to get from the Minister's department the exact figures for how many NWT residences were employed on that highway project on Highway 3 last year?

**CHAIRMAN (Mr. Ningark):**

Thank you. That is detail. One more question, Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. We will provide that information in detail.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. Steen.

**MR. STEEN:**

I have another question in regards to negotiated contracts. I believe in the past, this government seemed to be following some of the policies of the past government. Not all of them, but some of them. In the past, I believe, part of the approval process for negotiated contracts were these contracts results. The results went to the Standing Committee of Finance which is now the Standing Committee of Government Operations. I wonder, Mr. Chairman, if there is still that process and is it being followed?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, yes, in the past government, the Standing Committee of Finance was provided with the information in regards to different contracts, but now I understand that with the debate in this House for that kind of information, the Minister of Finance is putting a package together here for the contracts for information for the standing committee. I believe that is what is happening now. Thank you.

**CHAIRMAN (Mr. Ningark):**

Corporate services, final supplementary. Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, I will have further questions after this one, if I can have the opportunity. Over the past winter, or it was March of last year, we were given briefings on a new proposed negotiated contract policy, which the government was in the process of drawing up and having committee input. Could the Minister indicate if there is still a plan to review the negotiated contract policy?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, I personally do not recall what the honourable Member is making reference to, of changing a new proposed negotiated contract, policy package. I do know that the department was looking at trying to put a consolidated policy together some time ago, and I think it has been more or less stalled right now. Put on hold. Maybe



that is what the honourable Member is making a reference to. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. I am in a dilemma here. I do not do this very often, but perhaps, the Minister is indicating that he is not clear on one matter that a question was asked by Mr. Steen. Perhaps, Mr. Steen, could you clarify something that the Minister is not clear upon?

**MR. STEEN:**

Mr. Chairman, I know that there was a lot that went on last winter and some of that stuff bothered me even after I went home. I am sure that I did not dream this up. I am sure that I did attend briefings for both departments, DPW and Transportation, making presentations to the committee, to the Caucus I believe it was, and Ordinary Members on new negotiated contract policies, as well as sole-sourced contract policies. As a matter of fact, I have copies of this stuff upstairs. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. I am wondering if the Minister has the knowledge of the stuff upstairs? Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, as far as I know, we are still following the negotiated contract policy and there is no indication right now from the department that we are going to change it. We are still going to be following the negotiated contract policy. At one point in time, the department was going to try to look, with the Department of Public Works and Services and the NWT Housing Corporation, at some sort of a consolidated policy. I think that was something that we were looking at but, at the present time, we are still going to be using the negotiated contract policy. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. We are on page 10-10, corporate services. We have Mr. Roland and Mr. Henry. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. On negotiated contracts, are there stipulations when you negotiate a contract that, if they are going to subcontract other workers

outside of the expertise they have, that they go local first, or is it open to everyone?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

Page 630

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. In negotiated contracts, if there is going to be a subcontract, then they have to go local first, and then northern. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. Is there a way of checking out to see if this is actually done?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, each project has a project manager or project officer, and there are reports that come periodically from the overview of the particular projects. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. What is the case if it is a maintenance contract? Not an actual project, but a maintenance contract? Is there still someone monitoring?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, in each region we have superintendents of transportation and their responsibility is to overview any and all contracts in their own particular jurisdiction. In the case of maintenance contracts, the superintendent is

responsible for overseeing each contract. If there is a highway form in there, then that is their responsibility of being right there on the ground, so they can show that the contract is carried out according to the agreement of the negotiated contract. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. Roland.

**MR. ROLAND:**

What happens if you find that whomever you have negotiated with has not followed the guidelines? What is the resource then?

**CHAIRMAN (Mr. Ningark):**

Thank you. Qujannamiik. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the Department of Transportation personnel out in the region and in the field, once they find out that there are discrepancies in the way that a contractor is carrying out the duties that they agreed upon, then they are asked to correct it by the people in the field. In most cases, they come to an arrangement on how to try to correct any problem that is there.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. Henry was on the list. I take it that you no longer want to speak at this time. Yes. We have Mr. O'Brien, Mr. Picco, and Mr. Erasmus. Mr. O'Brien.

**MR. O'BRIEN:**

Thank you, Mr. Chairman. Thank you, Roy.

**CHAIRMAN (Mr. Ningark):**

Yes, Mr. Erasmus?

**MR. ERASMUS:**

Thank you. Was I supposed to be after... No?

**CHAIRMAN (Mr. Ningark):**

Mr. Erasmus, prior to you coming in, we have Mr. O'Brien, Mr. Picco. Mr. Henry was on top of the list, but he indicated to me by signalling that he was no longer going to ask questions. Prior to you, we have

O'Brien, Mr. Picco, and, respectively, you, Mr. Erasmus. Mr. O'Brien.

**MR. O'BRIEN:**

Thank you, Mr. Chairman. My question to the Minister is, how many sole-sourced and negotiated contracts were left over the last year for the '96/97 year?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the amount of negotiated contracts that were issued from April 1st until December 31st, 1996, the information that we have is that negotiated contracts, we had 14 that were negotiated, sole-sourced, we had 172, public tender, there was 79, invitational, there was 59. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. O'Brien.

**MR. O'BRIEN:**

Thank you, Mr. Chairman. Can the Minister tell me, out of the 172 sole-sourced and 14 negotiated contracts, even just a rough idea as to the breakdown for east and west on that?

**CHAIRMAN (Mr. Ningark):**

Thank you. The honourable Minister for Transportation, Mr. Antoine.

**HON. JAMES ANTOINE:**

Mr. Chairman, we have to get that information to the honourable Member. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. O'Brien.

**MR. O'BRIEN:**

Mr. Chairman, can the Minister tell us how many negotiated and sole-sourced contracts are presently being worked on? That are not included in these numbers?

**CHAIRMAN (Mr. Ningark):**

Thank you. The honourable Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, on sole-sourced, we are talking about a variety of things, like CARS programs, airport management, and hauling gravel. We do not have that kind of information right here. We will get that information to the honourable Member. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Mr. O'Brien.

**MR. O'BRIEN:**

Thank you, Mr. Chairman. If possible, I would like to know when I can get this information and also included would be the contracts that are pending, that are being negotiated as we speak, and of course the breakdown between east and west? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

Page 631

**HON. JAMES ANTOINE:**

Yes, Mr. Chairman. We will provide that information to the Member.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. Final supplementary, Mr. O'Brien.

**MR. O'BRIEN:**

Part of my question was, Mr. Chairman, when can I expect that information?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

We will get the information to the Member by early next week. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Corporate services. We have Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman. Mr. Chairman, are the numbers that the Minister gave, 14 for negotiated, 172 for sole-sourced, 79 and 59 respectively. It seems a bit high. I wonder if the Minister could explain why almost 60 percent of the contracts put up by the Department of Transportation are either negotiated or sole-sourced?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, as I indicated earlier, we are talking about numbers of contracts and there is a high number of contracts that go to negotiated. The number is 4.3 percent for negotiated, and for sole-sourced we are looking at about 53 percent. In sole-sourced, we are talking about the type of contracts that are going to the smaller communities, such as for airport maintenance type of contracts, where there is no other contracts in the communities. Perhaps gravel hauling, cars operation that most of the communities have now. See, these are all sole-sourced to the municipalities, so there is a high number of them, but if you compare it to the value of the contracts, only 22.6 percent of \$36 million has gone to sole-source. So you are looking at a lot of very small contracts going out throughout the north.

In comparison to that, 60.4 percent of the total value of \$36 million goes to public tender. So you are looking at a few large contracts, and on the other hand, you are looking at many small sole-sourced and negotiated contracts. Thank you.

**CHAIRMAN (Mr. Ningark):**

The time being 6:00 p.m., I will recognize the clock and report progress. Thank you, Mr. Minister. Witnesses. Thank you.

ITEM 20: REPORT OF COMMITTEE OF THE WHOLE

**MR. SPEAKER:**

The House will come back to order. Item 20, report of committee of the whole. Mr. Ningark.

**MR. NINGARK:**

Good evening, Mr. Speaker. Thank you, Mr. Speaker. Mr. Speaker, your committee has been considering

Bill 8, Appropriation Act, 1997-98 and Committee Report 4-13(4). I 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:**

Thank you. Seconded by Mr. Arlooktoo. The motion is in order. To the motion. Question has been called. All those in favour? All those opposed? The motion is carried.

**Speaker's Ruling**

Yesterday the Member for Yellowknife South requested whether or not a phrase used in this House was unparliamentary. I would like to make a ruling on that today.

The ruling today concerns a point of order that was raised by the Member for Yellowknife South, Mr. Henry, on February 12. The Member, Mr Henry's point of order relates to an incident that occurred in committee of the whole on February 11. During committee of the whole on that date, Mr. Henry, in making comments during discussion on the business incentive policy, stated, and I quote from pages 929 of the unedited Hansard:

"Mr. Kakfwi has said that he believes there is value for it. So there is a cost involved. So whether somebody gets struck off a list, I am not sure what that would achieve. What I am interested in doing is getting a better bang for the buck, getting more money, getting better value, getting more facilities, stretching the dollar that we have."

After Mr. Henry's comments, the Member for Sahtu, the Honourable Steven Kakfwi, during his response to Mr. Henry, indicated the following which is contained on pages 930 of unedited Hansard:

"that they were going to spend their money up here. So they took the initiative, and we are all the happier for it. Bang for the buck - I must remind the Member is not an acceptable phrase, and we should, without great prompting, retract that. It is not an acceptable phrase, and I thought we agreed last year from using that in this Legislature. Thank you."

The chairman of the committee of the whole, Mrs. Groenewegen indicated that, and I quote:

"as the Chairman, I understand in some peoples' minds, this particular saying has quite a negative

connotation. The Member for Yellowknife South did explain that he did not feel that the phrase, 'bang for the buck' used in the context he did, was not meant to insult anybody, and in particular, Mr. Kakfwi. Mr. Henry did indicate that, if Mr. Kakfwi was insulted by the phrase, and he did not want to insult him, he would retract that, but he was not sure what the concern was about that particular phrase."

As indicated, the Member for Yellowknife South, Mr. Henry, the next day raised, in formal session, on a point of order, requesting if he should formally apologize for the phrase, "better bang for the buck." In reviewing the Hansards on this point to see if this phrase or any similar phrase had been ruled as unparliamentary, I found the following that are of the same nature:

On November 20, 1995, during the Territorial Leadership Committee, the Member for Tu Nedhe, Mr. Morin, in his speech, the Premier used the following phrase, "get a better bang for the dollar".

**Page 632**

On May 2, 1996, the Member for Keewatin Central, the Minister of Finance, Mr. Todd, in his budget speech, used the following phrase, "more bang for the buck".

Again, on February 19, 1996, the Member for Mackenzie Delta, Mr. Krutko, in the committee of the whole, used the words "double the bang for the buck".

It is interesting to note that the use of the phrase in this incident was identical to that which occurred on February 11, 1997, where this was a concern. February 19, 1996, was when Mr. Krutko made that comment while Mrs. Groenewegen was the chair in committee of the whole, and Mr. Kakfwi was the Minister being questioned. I noted that the use of the phrase at that time was not questioned by Mr. Kakfwi.

Finally, the phrase was used again on May 16, 1996, by the honourable Member for Iqaluit, Mr. Picco, who used the phrase, "the most bang for the buck". On that occasion, the Member for Sahtu, Mr. Kakfwi, did raise the matter and I quote from pages 447 of the unedited Hansard of May 16, 1996:

"phrases like, 'bang for the buck' are considered to be demeaning and sexist by a good portion of our public. I used it on occasion and other Members of the Legislature have as well, but I think it is time to address it. Perhaps the chair could speak to it at

some point and decide whether or not it is an acceptable phrase to use in this Legislature."

Before the chair could rule on Mr. Kakfwi's point, the Member, Mr. Picco, did respond by saying, and I quote the Member's comments:

"Mr. Chairman, I do apologize for the flippant remark if it has offended anyone out there in the listening audience. I think people know that I would not normally try to demean any person by race, creed, colour, sex, or whatever. I apologize for that."

In my extensive review of the use of the phrase, I could not find that it had been ruled as being unparliamentary. I am conscious of the fact that, when ruling language as unparliamentary, you have to consider the context in which it is used. Also, what may be unparliamentary in one jurisdiction, may not be in another. I also considered that words or phrases may have a different connotation and interpretation by one Member and not by another.

I did not hear any arguments during debate on the point of order that would lead me to apply any unparliamentary connotation in the context. The phrase "bang for the buck" was used in this case. Therefore, at this time, I rule that the context used by Mr. Henry on February 11, the phrase "bang for the buck" is not unparliamentary. Thank you.

Item 21, third reading of bills. Mr. Clerk, item 22, orders of the day.

#### ITEM 22: ORDERS OF THE DAY

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

Mr. Speaker, a meeting of the Standing Committee on Social Programs immediately after adjournment tonight. A meeting at 9:00 a.m. tomorrow morning of the Ordinary Members' Caucus.

Orders of the day for Friday, February 14, 1997:

1. Prayer
2. Ministers' Statements
3. Members' Statements
4. Returns to Oral Questions
5. Recognition of Visitors in the Gallery
6. Oral Questions

7. Written Questions
8. Returns to Written Questions
9. Replies to Opening Address
10. Petitions
11. Reports of Standing and Special Committees
12. Reports of Committees on the Review of Bills
13. Tabling of Documents
14. Notices of Motion
15. Notices of Motions for First Reading of Bills
16. Motions
17. First Reading of Bills
  - Bill 10, Supplementary Appropriation Act No. 3, 1996-1997
  - Bill 11, Loan Authorization Act, 1997-1998
18. Second Reading of Bills
  - Bill 12, Student Financial Assistance Act
19. Consideration in Committee of the Whole of Bills and Other Matters
  - Bill 8, Appropriation Act, 1997-98
  - Committee Report 2-13(4), Standing Committee on Government Operations, Report on the 1997/98 Main Estimates
  - Committee Report 3-13(4), Standing Committee on Infrastructure, Report on the 1997/98 Main Estimates
  - Committee Report 4-13(4), Standing Committee on Resource Management and Development, Report on 1997/98 Main Estimates
20. Report of the Committee of the Whole
21. Third Reading of Bills
22. Orders of the Day

**MR. SPEAKER:** Thank you, Mr. Clerk. This House stands adjourned to Friday, February 14, 1997 at 10:30 a.m.

-- ADJOURNMENT