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**HANSARD**

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The Honourable **Samuel Gargan**, Speaker

**MEMBERS PRESENT**

Honourable Jim Antoine, Honourable Goo Arlooktoo, Mr. Barnabas, Mr. Enuaraq, Mr. Erasmus, Mr. Evaloarjuk, Honourable Samuel Gargan, Mrs. Groenewegen, Mr. Henry, Honourable Stephen Kakfwi, 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. Good afternoon. Mr. Ng. Point of privilege.

Point of Privilege

**HON. KELVIN NG:**

Thank you, Mr. Speaker. Mr. Speaker, today I rise on a point of privilege. The February 13, 1997 edition of the Inuvik Drum, in reporting on a public meeting that I attended on February 7th in Inuvik, incorrectly implied that I said, and I quote:

"The Department of Health and Social Services hopes to reduce the number of treatment centres to just one in each of the western and eastern territories by 1999."

My comments were intended as an assurance that there would be at least two facilities, rather than a threat or an announcement of further reductions in funding. The elimination of funding for another treatment facility is not currently part of the department's plan for alcohol and drug treatment facilities. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you. Point of order. Mr. O'Brien.

Point of Order

**MR. O'BRIEN:**

Thank you, Mr. Speaker. Mr. Speaker, I rise on a point of order concerning a matter that occurred in the committee of the whole Friday, February 14. Mr. Speaker, this is my first opportunity to raise this point. I refer to Rule 23(h) which states that in debate a Member will be called to order by the Speaker if the Member makes allegations against another Member, a House Officer or a witness. Mr. Speaker, the Member for Tu Nedhe, Mr. Morin, made the statement that I should not have the word honourable in front of my name. At the time, the comment was made I asked the Honourable Premier to apologize for his comment. I note that on page 1103 of the unedited Hansard that Mr. Morin withdrew the remark but did not apologize for it. Mr. Speaker, using Rule 23(h) I request that you rule that I have a point of order and request the Premier, the honourable Member for Tu Nedhe, apologize. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. O'Brien. Although the discussion was in committee of the whole, a Member is entitled at the first opportune time to rise on a point of order if he has one. In this case, Mr. O'Brien has done that. Having found that the honourable Mr. Morin used offensive words, I will now ask that Mr. Morin apologize for the use of his words. Mr. Morin.

**HON. DON MORIN:**

Thank you, Mr. Speaker. I would like to take this opportunity to apologize to this House if they found my remarks offensive. Thank you.

**MR. SPEAKER:**

Thank you, Mr. Morin. I would like to take a moment to ponder about an event that happened 60 years ago. Today in an area known as the North Ooglit Islands, about 30 kilometres north of Hall Beach, that was the day our colleague from Amittuq, Mr. Evaloarjuk, was born.

---Applause

**MR. SPEAKER:**

As most Members know, Mr. Evaloarjuk was a Member of the Assembly from 1975 to 1984 before being re-elected in 1995. On behalf of all the Members, I would like to wish Mr. Evaloarjuk a happy 60th birthday.

**SOME HON. MEMBERS:**

Hear! Hear!

---Applause

**MR. SPEAKER:**

Have a good day. Orders of the day. Item 2, Ministers' statements. Mr. Morin.

ITEM 2: MINISTERS' STATEMENTS

Minister's Statement 50-13(4): Minister Absent From the House

**HON. DON MORIN:**

Thank you, Mr. Speaker. I wish to advise Members that the Honourable Charles Dent will be absent from the House today to attend the Council of Ministers of Education in Toronto. Thank you.

**MR. SPEAKER:**

Thank you. Ministers' statements. I would also like to let Members know that we have been advised by

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Mr. Krutko that, due to a serious illness in his family, he will not be in attendance in this House for the next few days. Our thoughts and prayers are with Mr. Krutko. Item 3, Members' statements. Mr. Enuaraq.

ITEM 3: MEMBERS' STATEMENTS

Member's Statement On Clyde River Library

**MR. ENUARAQ:**

(Translation) Thank you, Mr. Speaker. Mr. Speaker, today in the House I would like to speak on the issue of the libraries. The people are concerned about shutting down the libraries. (Translation ends) Mr. Speaker, I would like to talk a little about the library in Clyde River. We have a small library, but it is a busy place. The community librarian makes sure that people can get the books and magazines they want. The library provides programs for the children and adults. We have books both in English and Inuktitut, so it encourages everyone to read and learn more. The community library is an important place in Clyde River. It is a meeting place, a place for learning. Mr. Speaker, all the talk about cuts to libraries is a concern for the people of Clyde River. Their library is very important to them. I hope that when the government looks at the possible changes to library

funding, the Minister remembers the importance of Clyde River library. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. Enuaraq. Members' statements. Mr. Evaloarjuk.

Member's Statement On Recognition of Deceased Constituents

**MR. EVALOARJUK:**

(Translation) Thank you, Mr. Speaker. I would like to thank all of you for congratulating me on my birthday. That is my first statement, to thank you. Also, I would like to state, Mr. Speaker, since I have been here in 1995, in my riding of Igloodik and Pond Inlet, there have been a number of deaths that have happened. Mr. Speaker, I would like to state one of my cousins I just heard last night, Isaaci Anaviapik, passed away yesterday. I would just like to send my condolences to his relatives and friends. We will remember them in our prayers. Thank you, Mr. Speaker. (Translation ends)

**MR. SPEAKER:**

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

Member's Statement On Social Program Needs and Pressures

**MR. MILTENBERGER:**

Thank you, Mr. Speaker. Mr. Speaker, as we go about our jobs as politicians and get involved in the heady affairs tied into nation building and dividing of two territories, I would just like to list off some very grim reminders to people about other issues that we have to keep in mind. Our birth rate is about two and a half times the national average. In the last nine years, there has been a 31 percent increase in school enrolments. In the last nine years, student financial assistance requests have tripled. Social assistance cases have doubled in the last nine years. Violent crimes have increased by 45 percent in the last nine years. This is five or six times the national average, Mr. Speaker. The correctional centre admissions have seen a 34 percent increase in the last nine years. Last year, we had 22 suicides which, on a per capita basis, puts us far above the national average. Housing needs show 3,584 households in core need as a result of the last survey. Our average population, 33 percent of our population that is under the age of 15.

Mr. Speaker, all these rocketing upward trends in terms of social needs and social pressures are occurring at the same time as we have seen a very flat line or a decrease in government expenditures and revenues. As we go about our business and look at our budgets and where we are going, this has been brought up before, but we have to keep in mind that at some point if we do not address what is driving our costs as a government, we are doomed to a never ending downward slide trying to deal with social problems that we do not have the money to deal with. I ask that we all keep this in mind as we go about doing this budget and look towards 1999. There are some things that cannot be ignored much longer. Thank you, Mr. Speaker.

-- Applause

**MR. SPEAKER:**

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

Member's Statement On Western Constitutional Development

**MR. OOTES:**

Thank you, Mr. Speaker. Mr. Speaker, in recent weeks I have heard people accuse us of foot dragging over constitutional development in the western Arctic. I can understand why some might think that we are being negligent. However, I think that they are wrong. I would like to set the record straight. Partners in a New Beginning was released in October with the promise of public consultations to begin in December. Unfortunately, that plan hit a snag. Ottawa balked at the process because it felt that elements of the Partners report might run counter to the Charter of Rights and Freedoms. Since then, the Constitutional Working Group has endeavoured to get federal officials to support a broad public discussion on the three models proposed in the Partners report. They succeeded, but it was a time consuming task. That is probably why some people think that we, as MLAs, have not been paying attention to the issue. We have not been making a lot of speeches, that is true, but taking strong positions at this time would be inappropriate. We have put our opinions aside for a while to let the working group do its job. We will have opportunities to comment for or against the proposals when the consultations begin in March. To work outside the process would impair public participation. In the meantime, several Members of this House, including myself, have asked the Minister for

Constitutional Development for regular updates on the Partners process, particularly in relation to the vital issue of ratification. We have also expressed concerns about certain areas of the package.

I want to thank the Minister for being candid and forthcoming in his replies, all of which are available to the public through Hansard, television broadcast from the House, and media reports. We may not have made a lot of noise about the constitutional process in the past few months, but anyone who pays attention to our work will see that we have not let it slip. They will also have a good idea of what has happened since

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October and where the process is heading. Thank you, Mr. Speaker.

**MR. SPEAKER:**

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

Member's Statement On Nunavut Leaders' Summit

**HON. KELVIN NG:**

Thank you, Mr. Speaker. Mr. Speaker, I want to speak briefly about some of the activities and events that took place over the past three days in Cambridge Bay. As we all know, many of us had an opportunity to attend the Nunavut Leaders' Summit. I will not get into the details of some of those discussions because they will be in the media over the next couple of days. I would like to comment on some of the other activities that did take place. I would also like to thank all the participants that did attend, whether they were elected officials, appointed officials, or the staff that were there. Some of the other events, Mr. Speaker, that took place: there was a Kitikmeot Chamber of Commerce meeting at the same time as the Nunavut Leaders' meeting.

I would like to extend appreciation to the Honourable Goo Arlooktoo for speaking to the Chamber of Commerce, along with myself. There was also an arena re-opening ceremony and the Honourable Manikot Thompson and the Honourable Don Morin both participated. I would like to extend my appreciation to them for their participation in that. As well, thanks to Commissioner Helen Maksagak, who also was a part of those ceremonies and activities. I would like to also mention there was a hockey game. A local team, of which I was fortunate to be a member, was chosen to play the out of town summit

participants. We were gracious hosts by losing two to one to the out of town team.

I would like to thank Doug Crossley of Cambridge Bay, who organized that event. Finally there were a couple of other community square dances held both on Saturday and on Sunday. They were very well attended by the community and by guests from outside of the community. I would like to thank David Evalik and Elik Tologanak for organizing those two events. There was also, Mr. Speaker, a presentation made to the Honourable Ron Irwin from the community by the mayor. They presented him with a drum. I would like to thank Attima Hadlari for giving drum lessons to the federal Minister at that time. I, Mr. Speaker, would also like to seek unanimous consent to complete my statement. Thank you.

**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. Mr. Speaker, I would also like to thank and acknowledge the Mayor, Mr. Wilfred Wilcox, and his staff, Henry Brown, the SAO; Stephane Labonne, the recreation director; Pat File, the community wellness director for all their contributions and making sure all the events were successful and all the other staff that were involved. There are too many to name. Finally, I think Mr. Speaker, on behalf of all the participants and the guests from out of town, I would like to thank the community residents of Cambridge Bay for their warmth and the hospitality that they extended to everyone. I think it offset some of the 40 below weather and the wind conditions that we had to persevere with over the weekend. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you. Members' statements, Mr. Erasmus.

Member's Statement On Congratulations to Richard Beck

**MR. ERASMUS:**

Thank you, Mr. Speaker. I was just reminded by the honourable Member for Iqaluit that I would be remiss if I did not congratulate Richard Beck for winning the

World Championship Dog Musher's Race in The Pas, Manitoba. He has won that title for the sixth time now and I would like to wish all the best to Mr. Beck. Thank you.

**MR. SPEAKER:**

Thank you. Members' statements, Mr. Rabesca.

Member's Statement On Parish Mission Spiritual Gathering

**MR. RABESCA:**

Thank you, Mr. Speaker. Today, Mr. Speaker, I would like to mention an event that will be taking place this March in Rae-Edzo. The event that I am referring to is the Parish Mission Spiritual Gathering, which will take place March 16 until March 30, 1997. This event will bring community members from across the region, as well as people from Yellowknife, Deline, Detah, to witness and participate in the celebration of the Easter season. This two week event will have a full schedule of activities for young and old. It will be a time of counselling, healing, and worship for anyone that wants to participate. Regular scheduled events will include: youth, ministry, health, at Elizabeth Mackenzie Elementary School, each morning during the first week, with a workshop and other gatherings taking place throughout the community for the rest of the day and evening of each day, along with home visits to every home in the community.

The second week is filled with spiritual celebration and counselling. On the close of the mission on Easter Sunday, there will be a feast, a drum dance, and festivities. Mr. Speaker, this gathering will be very special to many people. They will worship and heal as one community. For married couples that would like to renew their marriage vows, time has been set aside for couples to do so. This will, as with every gathering, bring people and families together for the common goal of worshipping our Lord on this special day. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. Rabesca. Members' statements, Mr. Picco.

Member's Statement On Pay Equity Dispute

**MR. PICCO:**

Thank you, Mr. Speaker. Mr. Speaker, I was thinking today of a topic I have raised twice during the past

weeks. One which allowed Members to want to contemplate or one which may have a devastating effect on the fiscal health of this government. Mr. Speaker, the recent ruling by the courts on the pay issue dispute between the UNW and the territorial government has been ongoing since the mid- 80s. It has now culminated in both the GNWT's arguments on the bias and the jurisdiction of the case being ruled against. Mr.

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Speaker, we can continue to duck and dive, appeal or whatever legal route we take to put this off, but is it not about time someone took the bull by the horns and dealt with this situation we find ourselves in.

Mr. Speaker, this government has refused to comment on the issue. In my mind, that is not good government. Why does the government not sit down with our partner, the UNW, and try and reach a compromise or find some other alternative? Mr. Speaker, at the end of the day when this is finally settled, the tax payers of the Northwest Territories may be on the hook for several million dollars. Money we do not have. Mr. Speaker, by saying nothing, by using legal delaying tactics, we seem to be putting off onerous eventuality. That is not acceptable. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. Picco. Members' statements, Mrs Groenewegen.

Member's Statement On Passing of Her Father

**MRS. GROENEWEGEN:**

Thank you, Mr. Speaker. I would like to take this opportunity to thank the Members of this House for their kind words of condolence on the passing of my father. I was not watching the day that the Speaker spoke, the Members Goo Arlooktoo, Jake Ootes, Mr. Evaloarjuk and many other personal expressions of kindness to me at this time of loss. I will be continuing to work and will be happily surrounded by familiar faces and surroundings as I process this great loss to me personally of my father who was very, very dear to me. Thank you.

**MR. SPEAKER:**

Thank you, Mrs. Groenewegen. Members' statements. Item 4. Returns to oral questions, Mr. Ng.

**ITEM 4: RETURNS TO ORAL QUESTIONS**

Return To Question 84-13(4): Infant Mortality Rates in the NWT

**HON. KELVIN NG:**

Thank you, Mr. Speaker. I have a return to an oral questions asked by Mr. Henry on January 22, 1997, on NWT infant mortality rates. Information on infant mortality is collected through vital statistics. The rates are compiled and analyzed on a yearly basis in the Northwest Territories before being provided at the national level. Infant mortality refers to all deaths under the age of one year. The denominator used to calculate the rate is a number of live births that occur in the year of reference. As registration of deaths have tended to be more accurate than birth registrations in the past, the under-reporting of births could account in part for the higher infant mortality rates.

Infant mortality has climbed sharply everywhere in Canada over the past three decades. NWT rates were three times that of the rest of Canada in 1971. By 1988, this gap had been narrowed to one and a half times. Since then, however, little progress has occurred in the NWT, while the rates continue to go down in the south. At 15.4 infant deaths per 1000 live births, the NWT infant mortality rate was two and a half times that of Canada as a whole at 6.3 per 1000 in 1994. The Childhood Fatalities Review Committee is mandated to review and report on all deaths of children age 16 and under. The review of 1996 deaths have already been initiated and a report from the committee is expected in April. Infant mortality is strongly linked to social economic status and poverty. High rates of infant deaths from infectious causes and from Sudden Infant Death Syndrome contribute to our poor statistics. The most important single contributor to high infant mortality in the Northwest Territories continues to be exposure to tobacco smoke during fetal growth and after birth. Other contributing factors include poor nutritional status of many mothers and overcrowding. Improving social economical conditions and ensuring a healthy living environment by providing better health education, developing parenting skills and early intervention programs are the means to improve infant mortality statistics. The Department of Health and Social Services has important roles to play in these areas. We have embarked on a reform of the health and social services system that aims to shift emphasis to prevention and early intervention. However, many necessary initiatives will have to originate from

communities and individuals themselves if we want to improve outcomes in this area. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Thank you, Mr. Ng. Item 5, recognition of visitors in the gallery. Mr. Morin.

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

**HON. DON MORIN:**

Thank you, Mr. Speaker. It gives me great honour and pleasure to recognize our MP for Nunatsiaq, Mr. Jack Anawak.

**MR. SPEAKER:**

Welcome to the Assembly. Recognition of visitors in the gallery, Mr. Evaloarjuk.

**MR. EVALOARJUK:**

(Translation) Thank you, Mr. Speaker. It gives me great pleasure to recognize my wife, Louise, and my son, Lionel Evaloarjuk. Thank you. (Translation ends)

**MR. SPEAKER:**

Welcome to the Assembly. Recognition of visitors in the gallery, Mr. O'Brien.

**MR. O'BRIEN:**

Thank you, Mr. Speaker. Mr. Speaker, it gives me great pleasure to recognize Mr. George Kuksuk from Arviat. George is a contractor in the community. He is also a very busy constituent. He serves on the hamlet council, also a member of the Workers' Compensation Board, and a member

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of the Caribou Management Board. Also, Mr. Speaker, I would like to recognize Evano Aggark, a well respected constituent and also the Government Liaison Officer for Arviat. Thank you.

**MR. SPEAKER:**

Thank you. Welcome to the Assembly. Recognition of visitors to the gallery, Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Speaker. Mr. Speaker, it gives me pleasure today to recognize a person. Behind every successful politician, there is a capable executive assistant, and sitting next to Mr. Jack Anawak is Miss Catherine Parker from Ottawa, his executive assistant, and a great tour guide of Ottawa when you get a chance to go down. Thank you, Mr. Speaker.

**MR. SPEAKER:**

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

**ITEM 6: ORAL QUESTIONS**

Question 332-13(4): General Hunting License Applications

**MR. ENUARAQ:**

(Translation) Thank you, Mr. Speaker. Mr. Speaker, my question is directed to the Minister of Resources, Wildlife and Economic Development, Mr. Kakfwi. It is regarding the general hunting licences that are issued to residents in the north. When you try to get a hunting licence, you have to wait awhile to get your licence in the communities. My question to the Minister is, what kind of regulations do you have in regards to the issuing of those licences? Thank you. (Translation ends)

**MR. SPEAKER:**

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

Return To Question 332-13(4): General Hunting License Applications

**HON. STEPHEN KAKFWI:**

Mr. Speaker, I will be taking the question as notice and providing a response and detail of the criteria we use in the procedure for accepting the applications and processing those applications as well. Thank you.

**MR. SPEAKER:**

Thank you. The question is taken as notice. Oral questions. Mr. Picco.

Question 333-13(4): Inuit Employees

**MR. PICCO:**

Thank you, Mr. Speaker. Mr. Speaker, while in Cambridge Bay this past weekend for the Nunavut

Leaders' Summit, a statement was made about a GNWT senior managers meeting with Inuit employees and that they were not being treated very well in these discussions at that meeting. Mr. Speaker, if this allegation is correct, it is not acceptable. My question is for the Minister for DPW, whose department arranged the meeting, has he heard about these allegations and could he update the House on actually what happened? Thank you, Mr. Speaker.

**MR. SPEAKER:**

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

Return To Question 333-13(4): Inuit Employees

**HON. GOO ARLOOKTOO:**

Mr. Speaker, I appreciate the opportunity to clarify to the House what actually happened in Iqaluit. I did hear the comments made by Jose Kusugak at that meeting in Cambridge Bay. In the interest of staying on the subject that we were discussing, I elected not to respond, on the good advice of my friend, Mr. Todd. The meeting in Iqaluit was for Inuit employees of the Department of Public Works and Services. It is part of the overall implementation of our Inuit employment plans which we are obligated to under the land claims agreement. This year, we brought together 14 Inuit employees of DPW from the three regions of Nunavut and discussed with them their concerns about the direction that the department is going, training opportunities and what they can expect the department to look like in the future. We also had presentations by Arctic College, EC&E, the NIC and MACA. One of the more interesting things to come out of that meeting was a summary of concerns by the Inuit employees that was sent to me and of which I am (inaudible). Thank you.

**MR. SPEAKER:**

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

Supplementary To Question 333-13(4): Inuit Employees

**MR. PICCO:**

Thank you, Mr. Speaker. Mr. Speaker, it is good to hear the clarification from the Minister. Will the Minister commit to contacting the employees who participated in these discussions, to assure them of the intent of the meeting personally, so that there will be no permanent breakdown in actually what

occurred and this type of innuendo will not go on? Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Arlooktoo.

Further Return To Question 333-13(4): Inuit Employees

**HON. GOO ARLOOKTOO:**

Mr. Speaker, I can assure the Member that the employees who did go to that meeting know exactly what the meeting was for. I believe they all appreciate the information they received and the opportunity to give input. I think where the problem lies is with the interpretation by the person I was speaking to in Cambridge Bay and the lack of understanding. Thank you.

**MR. SPEAKER:**

Thank you. Oral questions. Mr. Ootes.

Question 334-13(4): Western Employment Strategy

**MR. OOTES:**

Mr. Speaker, my question is for the Premier. This government is in need of an employment strategy whereby we can identify what employment will be available in the coming years, both in the government and in the private sector. By doing that, we can then identify training programs and educational programs whereby individuals can be slotted into those positions. The federal government has identified almost \$40 million in the next three years to be applied to prepare Nunavut residents for the increase in government employment in Nunavut that will come about as a result of division. I think that is excellent. However, here in the west, we are also going through dramatic changes and part of that being the division process. Secondly, the advent of mining coming about. We will also no doubt see a need for retraining of the employees of the Government of the Northwest

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Territories and for training for potential jobs in the mining industry.

While the Premier was in Cambridge Bay at the Nunavut Leaders' Conference this weekend, I wonder if the Premier had an opportunity to speak to the Minister of Northern Affairs about this matter to see if



we could get some funding allocated for the western part of the Territories for training, such as they have in Nunavut. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Premier.

Return To Question 334-13(4): Western Employment Strategy

**HON. DON MORIN:**

Thank you, Mr. Speaker. On the Nunavut training issue that is specific to Nunavut, because of the agreement they have with the federal government, they are getting approximately \$39.8 million. As far as other training initiatives in general, I did not have an opportunity to speak with Mr. Irwin on that issue. He was there to deal with Nunavut issues. He flew in and flew out fairly quickly. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Ootes.

Supplementary To Question 334-13(4): Western Employment Strategy

**MR. OOTES:**

I wonder if the Premier could tell me if he sees the situation similar as I do, where there will be an ongoing need for us to get into a retraining program and training for the mining industry. Let me perhaps ask that question first, Mr. Speaker.

**MR. SPEAKER:**

Mr. Morin.

Further Return To Question 334-13(4): Western Employment Strategy

**HON. DON MORIN:**

Thank you, Mr. Speaker. We agree fully with the Member of the Legislative Assembly and we have talked about that in the Legislative Assembly before. Mr. Dent is doing work on that. We have to capitalize on the jobs that are going to be spun off from the mining industry and we should be prepared. Mr. Dent is working with a group of people on northern employment strategies, so that we can benefit as northerners from that development. Thank you.

**MR. SPEAKER:**

Oral questions. Supplementary, Mr. Ootes.

Supplementary To Question 334-13(4): Western Employment Strategy

**MR. OOTES:**

Thank you, Mr. Speaker. Would the Premier entertain creating an opportunity whereby he could speak to the Minister of Northern Affairs or the officials from the federal government about the possibility of gaining funding similar to what Nunavut has obtained to train their particular employees, so that we, at least, get some funding here in the west for training of our employees and for training for the potential jobs that we may have in the mining industry. Thank you, Mr. Speaker.

**MR. SPEAKER:**

Mr. Morin.

Further Return To Question 334-13(4): Western Employment Strategy

**HON. DON MORIN:**

Thank you, Mr. Speaker. Mr. Dent is handling the file on training and he has been dealing with the federal Ministers on trying to get as many dollars out of the federal government as possible to get northern people trained to take advantage of jobs that will be created from the mining industry, as well as any other industries in the north that are starting to be developed, like forestry, as well as oil and gas in the Liard area. We have to try to capitalize on any dollars possible from the federal government. Thank you.

**MR. SPEAKER:**

Oral questions. Final supplementary, Mr. Ootes.

Supplementary To Question 334-13(4): Western Employment Strategy

**MR. OOTES:**

Thank you, Mr. Speaker. I am pleased to hear that the Minister of Education is speaking with federal officials. Could the Premier identify if specific funds have been identified, outside of our present budgetary process and budget requirements? If more funds have been applied for? Thank you.

**MR. SPEAKER:**

Mr. Morin.

Further Return To Question 334-13(4): Western Employment Strategy

**HON. DON MORIN:**

Thank you, Mr. Speaker. I will take that question as notice and Mr. Dent can return the question. Thank you.

**MR. SPEAKER:**

Thank you. Question is taken as notice. Oral questions. Item 7, written questions. Item 8, returns to written questions. Item 9, replies to opening address. Item 10, petitions. Mr. Ng.

ITEM 10: PETITIONS

**HON. KELVIN NG:**

Thank you, Mr. Speaker. Mr. Speaker, I have a petition with 260 signatures from Cambridge Bay, Petition No. 13-13(4), showing their support for the libraries. Thank you.

-- Applause

**MR. SPEAKER:**

Thank you, Mr. Ng. Petitions. Item 11, reports of standing and special committees. Item 12, reports of committees on the review of bills. Item 13, 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. 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), Committee Report 3-13(4), Committee Report 4-13(4). Mr. Steen in the chair.

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

**CHAIRMAN (Mr. Steen):**

I call the committee to order. Business before the committee. We have Bill 8,

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Appropriation Act, 1997-98; Committee Report 2-13(4), Standing Committee on Government Operations Report on the Review of the Main Estimates for 1997/98; Committee Report 3-13(4), Standing Committee on Infrastructure Report on the

Review of the Main Estimates for 1997/98; Committee Report 4-13(4), Standing Committee on Resource Management and Development Report on the Review of the Main Estimates for 1997/98. I would like some direction from the committee as to how you wish to proceed. Mr. Barnabas.

**MR. BARNABAS:**

Thank you, Mr. Chairman. The committee decided concurrently with Bill 8, Appropriation Act '97/98, Committee Report 2-13, Committee Report 3-13, and Committee Report 4-13. We will proceed with Department of Transportation. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Barnabas. Committee agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Very well. We will proceed after a 10 minute break with the Department of Transportation under Appropriation Act, Bill 8.

---Break

Chair's Ruling

**CHAIRMAN (Mr. Steen):**

I would like to call the committee back to order. Before we return to the main estimates I have a chairman's ruling here from events that took place last Friday. On Friday, February 14, 1997, the Honourable Premier Mr. Morin raised a point of privilege in committee of the whole in response to comments made by the Member for Kivallivik, Mr. O'Brien. The Premier's comments on the point of privilege led to Mr. O'Brien raising his own point of privilege. I indicated to the committee that I would take some time to review Hansard prior to providing my ruling. I have now had an opportunity to review Hansard and I am in the position to provide my ruling.

To put matters in context, the Member for Kivallivik, Mr. O'Brien, indicated on page 1101 of unedited Hansard, and I quote, "I wish that the Minister could be as strong in honouring the commitments that he has made in the east as he does in the west". The

Premier, Mr. Morin, rose on a point of privilege stating:

"I would like to have the Member for Kivallivik withdraw his comments. Mr. Chairman, he accused the Minister of the government of favouring the western side of the territories over the east in his previous comment, which I have heard that the Minister should honour his commitments in the east like he does in the west and I take exception to that comment. We as a government are elected to represent all the Northwest Territories and we do not base our decisions east and west. I would request that the Member withdraw his comments if he has any right to have the name honourable in front of his name or not, he should do that".

In response, Mr. O'Brien sought an apology from the Premier for his comments that he should not have the word "honourable" in front of his name. Later in debate, the Premier did withdraw the remarks he made and earlier today the Premier offered an apology for his comments, which this House has accepted. On Friday, Mr. Morin, the Member for Tu Nedhe, went on to clarify his point of privilege and stated that he was actually raising on a point of order and was relying on Rule 23(h) which provides that a Member will be called to order if the Member makes allegations against another Member, a House Officer or witness, and Rule 23(j) which provides that a Member will be called to order if the Member imputes false or hidden motives to another Member.

For the record, I note that Mr. Morin's point of privilege is really a point of order and that he is arguing that our rules have been violated. From a close examination of Mr. O'Brien's statement on Friday, I am unable to conclude that the Member was making an allegation against another Member or imputing hidden motives. Mr. O'Brien is asking the Minister to honour commitments in the east as well as he honours his commitments in the west. The statement may be suggesting that the government favours one geographic region over another. However, I am unable to say that it falls within the category of making allegations against another Member or imputing false or hidden motives to another Member. The comments made by the Member for Kivallivik fall within the realm of appropriate political debate. Therefore, I find that the Honourable Mr. Morin does not have a point of order. I thank the Members for your patience. I will ask the committee now, do you wish to proceed with the main estimates?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. I will ask the Minister of Transportation if he would like to have witnesses present.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Yes.

**CHAIRMAN (Mr. Steen):**

I ask the Sergeant-at-Arms to bring in the witnesses. Members agree?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

I would like to ask the Minister if he could introduce his witnesses please.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, I have Bob Doherty. He is the deputy minister of the Department of Transportation. He is on my right and on my left, Raj Downe. She is the director for finance and administration for Department of Transportation. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Welcome to the committee. For the record we are on Bill 8, Appropriation Act, 1997-98. Transportation. We are on the detail of capital, airports on page 10-12. We were on buildings and works, Fort Smith region. Total region \$2,120,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Mr. Rabesca.

**MR. RABESCA:**

Thank you, Mr. Chairman. What I was concerned about was the Fort Smith region regarding the overlay

runway for \$2 million. The reason why is because I was wondering if the Minister is considering any of the fundings that might be available to my particular region

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regarding the airport. If you could spend that kind of money just to have an existing decent airport in Fort Smith, and there is no capital plan for an airport within my region in sight, I think that there are a lot of activities that might be going on in the future regarding the mining activities and a lot of transportation that might be needed between my region. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Rabesca. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the department has been asked numerous times by the honourable Member and his predecessors in previous governments, but mainly from the honourable Member for North Slave, regarding monies for an airport to be built in the Rae-Edzo area. At this time what the department is doing, because of the cutbacks, is that we are renovating existing facilities only. This budget year, we are not going to be building any new infrastructure at all because of the budget cutbacks. As a result, there is nothing in this year's plan to do any work or set aside any money for what the honourable Member is requesting. However, just for your information, in 1995 the department provided the Hamlet of Rae-Edzo with \$30,000 to conduct a consultant's study of the socio-economic impacts of an airport. The department had received a final draft of the study report and has communicated several concerns regarding the report and the benefit cost analysis to the mayor. We were advised last November 95, that a response from the hamlet would be forthcoming. As of yet, we have not received a formal response. We did put money into a study and because of the cutbacks we have not been able to allocate any funding for the honourable Member's request. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Minister. I have total region \$2,120,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Buildings and works, Inuvik region. First of all, the sale of capital airports, buildings and works, Inuvik region. Total region, \$1,460,000. Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. I note that there was \$3 million spent in prior years. Can the Minister tell us what that was spent on? Could he give us a little more background about the relocation of this airport, as to when was it built and why relocation is necessary? Thank you.

**CHAIRMAN (Mr. Steen):**

Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. I am referring to the Deline airport relocation.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Henry. Honourable Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, in Deline in 1984, there was a fatal crash of an airplane. There has been considerable community concern over the safety of the Deline airport. The airport at the time was very close to the community. Based on discussion with the community, it was very apparent that the proposed improvement to the existing airport would not resolve these concerns, because of the proximity of the community to the airport. Therefore, a study recommended construction of a new airport with a 3,000 foot runway, two kilometres from the community rather than doing the renovation of the existing airport. This one here was a cost-shared arrangement negotiated with Transport Canada. The 1991 Airport Construction Contribution Agreement and the 1993 Strategic Transportation Improvement Agreement provided funding for this airport. As a result, we were able to begin work on the Deline airport in 1993-94 and we are still finishing off the airport today. This main estimate would be the final amount for finishing off this airport. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. I have total region, \$1,460,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. We are at buildings and works, Baffin region, page 10-14. Total Baffin region, \$4,010,000. I have Mr. Enuaraq, Mr. Picco, and Mr. Evaloarjuk. Mr. Enuaraq.

**MR. ENUARAQ:**

Thank you, Mr. Chairman. Mr. Chairman, when I look at the 1996 and '97 main estimates, which was approved last year under Transportation, buildings and works, Baffin region, there was \$1,330,000 allocated for Clyde River airport terminal building. Mr. Chairman, when I look at 1997/98 main estimates under Department of Transportation, buildings and works, Baffin region, I do not see that \$1,330,000. I would like to ask the Minister where that money went and why it is gone? Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the honourable Member is referring to an air terminal building. Mr. Chairman, before the ATB can be built in Clyde River, a new gravel pad must be built across from its current location. In Clyde River, the people have to cross the airport to get to the air terminal building. This is a problem. In order to resolve that, we need to build a gravel pad on the town side of the airport and that has to get done first. The access to the current airport terminal building crosses the runway. During review of the capital planning, the community of Clyde River was identified as having too much earthworks scheduled for 1997/98 fiscal year. Therefore, the department deferred the project start date in order to accommodate completion of other projects, which require the earthworks equipment. Just for some background, the community has the following equipment; they have one loader, two trucks, and one dozer. The short building season also contributed to the decision on a number of projects that could be started in the community. As a result of the fiscal restraint and the cutbacks that we have to undertake in this department, we move to defer the

planning of the airport terminal building to '98/99, and completion in '99/2000. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Mr. Enuaraq.

**MR. ENUARAQ:**

Thank you, Mr. Chairman, for pronouncing my last name correctly. Mr. Chairman, I do appreciate that the

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Minister of Transportation just told me that there will be some part-time jobs for spring and summer in Clyde River. I appreciate that. The money I am talking about, in the amount of \$1,330,000, is the same amount of that money going to the main estimates in '98/99? Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, this project, like I said, has been deferred to start the planning in '98/99 and to do the completion in the year '99/2000. The total project has been reduced by \$150,000. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Mr. Enuaraq.

**MR. ENUARAQ:**

Thank you, Mr. Chairman. Why was the money reduced by \$150,000? Did the building shrink before the design even took place?

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Enuaraq. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, we have to comply to future budget targets. For planning purposes, we have reduced the total scope of this project by the said amount. As we get into the planning, we will then take a closer look at the scope of the work that is required. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Buildings and works, Baffin region, \$4,010,000. Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman and good afternoon. Mr. Chairman, over the past few days, I have been trying to bring up the situation with the ERS, which is the emergency response service in Iqaluit. Mr. Chairman, we are going to lose our ERS on April 1st, 1997, although there have been several dangerous and life-threatening incidents at our airport. Mr. Chairman, because of federal regulations and changes in those regulations that say and state that we do not need the ERS in Iqaluit and, coming on the heels of the Avery Cooper report commissioned by the government, it was decided that ERS was no longer needed.

Mr. Chairman, I have had some good communication with the Honourable Jim Antoine, the Minister for Transportation. He has been very supportive and the department has been very supportive in this area, but it still leaves a void in my community for fire fighting capabilities. At the present time, all we have in Iqaluit is a volunteer fire department. They do not have the specialized training to fight fires at the airport. They do not have the equipment. My question to the Minister of Transportation is; on April 1st, 1999, who is going to fight those fires at the airport and who is going to be able to do emergency response in the transportation hub for the Baffin region, serving 13 communities and 14,000 people? Mr. Chairman, my question to the Minister would be, will this government commit to providing the proper training for our volunteer town fire department and also the equipment, so that we can tackle any incident that occurs after April 1st, 1997 at the Iqaluit airport? Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Picco. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, this department will make a commitment to work with the community of Iqaluit and also with the Department of MACA who provides this training. We will make sure there is adequate training in place in the community with the cooperation with MACA, so that the municipality of Iqaluit and their volunteer fire fighters will have the necessary type of training and backup that is required to provide that service. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman. Mr. Chairman, that is indeed good news for our community. I thank the Minister. I wonder if the Minister can also commit for the equipment, because the fire department in Iqaluit does not have the foam, firefighting trucks needed. They do not have the equipment, for example, to get into the fuselage of airplanes and so on. Now, I understand from the Avery Cooper report that number one fire truck at the airport can be upgraded so that it is serviceable for a cost of \$260,000. I also understand that the second fire truck has to be replaced at a cost of \$600,000. I understand the fiscal situation of the Northwest Territories Government at this time. I wonder if the Minister could commit, pending another review, I have an independent consultant right now looking at the Iqaluit airport situation for me, which I am paying for out of my own constituency budget. I am hoping to have that report on Friday. I wonder if the Minister could commit, at this time, to wait until that report comes out and then see if we can seek additional dollars, so that we can have the proper equipment to fight those fires or any eventuality at the airport. It is great to have the training, but if you do not have the equipment to use with that training, then it is all for naught. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Picco. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, we could work with the municipality to make the current equipment available, but in the Avery Cooper study, it stipulates that the two pieces of equipment, the foam trucks, both need to be upgraded or renovated. Timewise, in what period of time is required, it is a few years, but some time down the line, it is going to be required. To commit, right now, to saying that we will help upgrade this piece of equipment, is a difficult commitment to make at this point in time. Mr. Picco, the honourable Member for Iqaluit, has commissioned some consultants to look at the study again and, pending the outcome of that report, we will carry on the discussion. Something like this, we need to work together and try to come to a satisfactory conclusion and I think this is one of the situations where we are

going to have to wait for the results of the study.  
Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman. Mr. Chairman, the issue here is a fundamental one of safety and concern for human life. You go through the study that was prepared by Avery Cooper, I think it showed one in six million chances of these types of accidents occurring in an airport where ERS could have saved lives. Mr. Chairman, after saying that, in

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Iqaluit over the past 18 months, we have had four of these types of incidents and, for lack of a better word, there just seems to be bad karma at the Iqaluit airport. Not only is it an Iqaluit concern, Mr. Chairman, it is also a concern because it is the transportation hub for 13 communities in the Baffin region. If our airport goes down at Iqaluit, there are no roads to take food into Pond Inlet, there are no roads to take food into Broughton, Clyde, Hall Beach or anywhere else. When our airport went down for a couple of days when the CF-18 crashed last summer, there was a considerable cost to the other airlines operating out of Iqaluit. Mr. Chairman, I appreciate the Minister's response saying that we would help get training for our firefighters who are volunteers at the town, but I need some kind of help with the equipment. If we do not have the proper equipment, then you cannot fight a fire unless you have a hose and, in this case, you cannot fight a fire unless you have the proper equipment. I know it is difficult for the Minister to commit to funds when we are tight. I wonder if I could take \$2 million out of Fort Smith paving, no, just kidding.

---Laughter

I wonder if there is any other sources of funding that we can look at or if there are any contingency funds under ERS available?

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Picco. I do not think we are on Fort Smith. Total Baffin. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, we are very much aware of the Iqaluit airport. The honourable Member has briefed us thoroughly on the situation there. In regards to the equipment, there was an analysis done by the consultants. What we could do is work with the community and the honourable Member and take a closer look at these pieces of equipment for the community of Iqaluit and determine what type of additional renovation or upgrade is required. Perhaps we could work out some sort of arrangement on that in the future. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman. Mr. Chairman, I do have a suggestion that might be able to help all parties involved. The sale of fuel at the Iqaluit airport is about five million litres a year. Is it possible at this time that some of the royalties from that fuel sales per litre, could be dedicated to the airport in Iqaluit, like had been done before from the federal government to carry on the cost of upgrading our equipment, so that we have the proper equipment to fight the eventuality of some type of accident at the airport? That is my question.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Picco, but I believe your question is not addressed to capital in Baffin. You are now addressing where the funds may come from, from another department. I do not think it is appropriate to ask the Minister at this time. Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman. Mr. Chairman, were you reading the rule book last night? Well, I think I am on capital projects, Mr. Chairman. The Minister has informed us that we do not have the money, so I am saying here is a suggestion that the Minister in co-operation with the other Minister we could look at. I am not asking it in a flippant manner, Mr. Chairman, I am asking it in all seriousness. I would like to hear a response from the Minister who I know is sincerely looking at this and trying to help us.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Picco. I will allow that question to Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, it is correct that the sale of the fuel in the Iqaluit airport, aviation fuels and other fuels, the revenue that is derived from those sales goes into the general revenue of this government. If any type of arrangement is going to be made in regards to the honourable Member's request, it has to go to the government, the Minister of Finance, and my colleagues in Cabinet. Thank you.

**CHAIRMAN (Mr. Steen):**

Mr. Antoine, I ruled Mr. Picco's question out of order at this time. It is not necessary for you to answer it. What he is asking is whether you would consider other avenues to seek funding and I believe an answer in that regard would have been appropriate. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, yes we could look at other programs. Maybe other federal programs or some emergency measure programs that are there, that we have not really taken a serious close look at. We can certainly commit to look for these other sources to try to comply to the honourable Member's request for assistance in regards to upgrading the existing equipment for the airport in Iqaluit. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Buildings and works, total Baffin region, \$4,010,000. I have Mr. Evaloarjuk.

**MR. EVALOARJUK:**

(Translation) Thank you, Mr. Chairman. I think the honourable Minister is aware that we have been asking that the airstrip in Pond Inlet be extended for over 10 years. Under the current capital projects, it is not stated. The airplanes that are 747 and larger do arrive in Pond Inlet. It does not state this in the detail of capital. Can the Minister tell me as to why the capital is not included in the lengthening of the airstrip of Pond Inlet? I wonder why it is not included in the capital detail? Thank you, Mr. Chairman (Translation ends).

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Evaloarjuk. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the cost of the cutback that this department has to take in this fiscal year, we are not building any new infrastructure or adding on or extending. We are renovating and upgrading existing facilities so that we could extend the life of it for safety and so forth.

Extension of airports is one of the requests that is very common among some of the communities. Upon listening to the request, what we have to do here as a department, is to begin to start taking a real close look at how to accommodate those requests.

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In this current year, we have nothing in the plans to extend any of the airports that have been requested, but we are going to have to look in the future to see how to accommodate those requests.

At the present time, I am told that the existing airports in the north are adequately serviced by the aircrafts, the critical aircraft that are designated to service these communities. If there is a requirement for more service, what I am told is that these critical aircrafts will increase the amount of time to go into the communities to provide that service. In regards to extending it for whatever reason, maybe economic reasons or maybe regulatory reasons, then we need to hear those arguments. In regards to the regulatory reason to extend the airports, we have a reprieve until the year 2010 to do that. We are going to have to start planning for 2010 now, so that once the reprieve is over, we know what we do at that point in time. But for economic reasons, the airline companies are the ones that are providing the service. What I am told is that the aircraft that goes into all these communities are providing the adequate services necessary for those communities. Based on those arguments and based on the reasons for cutting back in this department, it is not in the plans for this year. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Buildings and works, total Baffin region, \$4,010,000, and I have Mr. Erasmus and Mr. Barnabas. Mr. Barnabas.

**MR. BARNABAS:**

Thank you, Mr. Chairman. I would like to thank the Minister for visiting my constituencies over the winter. I would like to thank him for having a meeting with the hamlet councils in my constituency. I have a concern



over one airport, which is in my home riding of Arctic Bay, which is supposed to be an emergency airstrip. It does not have lighting. There was a case over the winter where an ill person was supposed to leave, an emergency case, because of bad weather in Nanisivik and the Nanisivik airport not having a guiding instrument system, when there is bad weather, the planes can not make it there in most of the cases. My concern is why the Arctic Bay emergency airstrip is not lighted? There is no lighting system there. There is no ATB. Let me remind the Minister, we had to land in Nanisivik when he was visiting in Arctic Bay and we had to travel by land for 20 miles. If we were to land in Arctic Bay, we would have had to travel five minutes. That is my question. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Barnabas. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the Arctic Bay emergency strip is just that. It is a fairly good strip, but it does not have any power going to it. It is some distance from the municipality and the airport that serves the municipality is in Nanisivik. It is 20 to 30 kilometres or so. I do not know exactly, but it is some distance from Arctic Bay. You have to travel by the highway to it. This airport, at Nanisivik, has the lights and the terminal and the garages and the equipment, to maintain it. It serviced the jet that serviced the Nanisivik mine, so they have fairly good air service. The community itself, some distance away, only has an emergency service strip. There has not been any planning to upgrade it, to put any lights on it or to put an airport terminal building at the emergency strip, up to this point in time. As we are working on trying to figure out what we are going to do with the Nanisivik airport, perhaps once we come to an understanding with the owners of the Nanisivik mine to get involved in the operation of the airport in Nanisivik, that may free up some of the funds that we are spending to maintain that airport and maybe make arrangements to divert it towards the emergency airstrip in Arctic Bay. These are the types of things that we are talking about with the community. To see that the emergency airstrip right in Arctic Bay could have the type of lighting and facilities that will allow it to be used more on a regular basis in the future. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Mr. Barnabas.

**MR. BARNABAS:**

Thank you, Mr. Chairman. I would like to remind the Minister that for the lighting system, there is a cable from Nanisivik to the airport, which is about five kilometres, and the closest line in Arctic Bay is only about a mile. That should not be an excuse for runway lighting for a community. The other reason is because it is 20 miles, there is sometimes very different weather in Nanisivik than Arctic Bay. That is why I mentioned that Nanisivik does not have GIS, which even when there is bad weather, no plane could land. As a matter of fact, about a few years ago, we never had a plane land for seven weeks. Imagine that. The community suffered with the lack of supplies that we were supposed to be getting into the community, both Nanisivik and Arctic Bay. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Barnabas. I do not know if that is a question or a comment. Do you care to respond, Mr. Minister?

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the situation that we find ourselves in regarding the Nanisivik airport and Arctic Bay and the emergency strip is it is going to take some time to come to a good resolution. There is work being done between the department and the owners of the Nanisivik mine and the municipality of Arctic Bay, to try to figure out how to best deal with this situation. During my visit to the community, in meeting with the hamlet of Arctic Bay, we covered some of this area. I am told that the people in the department in the east are also continuing to work with the municipalities and talking with the owners of the mine to try to come to a resolution. This department spends a lot of money maintaining the airport at Nanisivik mines. We clear their airstrip and keep the lighting going and the equipment going and we also maintain a highway to Arctic Bay to the airport and thus to the mine itself. There is a considerable amount of money that we spend towards keeping the airport open. What we would like to try is to make some sort of an arrangement with the owners of the mine, if they could take over the operation of the airport themselves, that would free up the type of money that we are spending on the airport. That way, we may divert some of those resources towards the emergency airstrip in Arctic Bay and build it up into the type of airstrip that the honourable Member has

been requesting. It is going to take some time to do that, and we are actively trying to make that kind of arrangement at the present time. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Mr. Barnabas.

**MR. BARNABAS:**

I would like to thank the Minister for responding quite clearly. My question is, we have an idea that Nanisivik might close and the airport is 20 miles away from Arctic Bay, which is pretty far from Arctic Bay. With Nanisivik

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closed, will the airport be built or extended for Arctic Bay prior to the closing of the Nanisivik mine?

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Barnabas. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the people in the department have been trying to work with both Nanisivik and Arctic Bay to develop a good plan of action so that whatever happens in the future with the mine, that the municipality of Arctic Bay does not lose out in terms of air service. Between now and whenever in the future may happen to the mine, we have to develop a course of action. If it is upgrading the existing airport in Arctic Bay that is required, then we are going to have to start planning before anything happens to the airport in Nanisivik. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Buildings and works, total Baffin region, \$4,010,000. Mr. Henry and Mr. Rabesca. Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. Mr. Chairman, I have questioned the replacement of the air terminal building in Resolute, and also the replacement of the air terminal building in Sanikiluaq. I look at a million and a half dollars being spent on the replacement of the air terminal building in Resolute, for a population of 171 people. I look at the replacement of the Sanikiluaq airport for \$850,000 for 526 people. Can the Minister tell me why the inequities in the amounts

of money? Is it construction costs or size or what? Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Henry. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, Resolute Bay is one of the A airport transfers and it is a fairly large airport. It has the jet services up there and it services a mine on Little Cornwallis Island. It also is quite a tourist attraction as it seems to be the jumping off spot for the North Pole and points north. As part of the Arctic A transfer, Mr. Chairman, \$2,500,000 was transferred from the federal government for replacement of this airport terminal building. This is one time funding for this particular project. As a result, the facility is fairly large. If the honourable Member has ever been up to Resolute Bay you will know that there is a lot of facilities up there that were put in previous years by the federal government and different research institutions, as well as military. So, it is quite a big establishment up there, and part of the arrangement was to put in quite a substantial air terminal building. In regards to Sanikiluaq replacement of the air terminal building, the existing building is an Atco building, metal side, trailer-type structure, erected by Transport Canada in the early 70s, and I am told that it has out-lived its economic life and therefore requires changing. It is fairly small and inadequate to accommodate the current volume of people who are travelling. As a result, we are putting in this building to replace an old building. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. The Minister has given us some very good information about the federal government contributing to this and also that it is a class A airport. Resolute is a class A airport. He also talked about the potential for tourism in the mines, so do I understand that although the population of Resolute is only 171 as opposed to the population of Sanikiluaq being 526, that the opportunities from tourist traffic and from the mine will certainly bring the use up to much more than the 171 population of Resolute. Thank you, Mr. Speaker.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Henry. Mr. Antoine.

**HON. JAMES ANTOINE:**

Mr. Chairman. Mr. Chairman, the Resolute Bay airport is, I am told, a hub in northern Canada, it receives jet service and from there, there is chartered services that go out into the smaller communities. In a way it is kind of an international hub as well. It provides for a lot of different activity over the years and into the future you are going to see them use this airport and this facility as a hub for northern Canada. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. I have total Baffin region, \$4,010,000. Mr. Rabesca.

**MR. RABESCA:**

Thank you, Mr. Chairman. What is the special allocations of Resolute for a couple of projects for at least four different areas? From area from 25,000 to a million and a half, to 150,000 to 30,000. At least four different projects stayed for Resolute area.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Rabesca. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, this facility in the Resolute Bay was built in 1953 and was never really replaced. They are scheduled here to rehab some of their runway and the taxi apron and the Resolute Bay terminal building and as well as to replace parking maintenance garage in Resolute Bay and replace the safety fencing that is around the community. At the present time, Resolute Bay has a lot of old buildings in the airport area and we are operating and maintaining them. The goal of this department, since we took over two years ago, is that we are trying to build an airport terminal building that will do away with the old structure and put something new and modern there. We plan to build a parking maintenance garage and that way we will have a reason to eliminate a lot of the old buildings that we are still maintaining in the whole airport area. This will save us on the operation maintenance cost in the long run as well. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. I have total region, \$4,010,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Mr. Barnabas. Do you wish to say something?

**MR. BARNABAS:**

I am just agreeing. Sorry. I was going to speak about Resolute but I changed my mind. Thank you.

**CHAIRMAN (Mr. Steen):**

Okay, we are on page 10-15, detail of capital airports, building and works, Keewatin region. Total region, \$315,000.

**SOME HON. MEMBERS:**

Agreed

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**CHAIRMAN (Mr. Steen):**

Mr. Ootes.

Committee Motion 14-13(4): Recommendation To Reinstate Original Funding For Arviat Airport Lighting Project

**MR. OOTES:**

Thank you, Mr. Chairman. I want to make a comment with regard to the rehab airfield lighting at Arviat, where \$50,000 has been slated in the capital estimates in this year, but in the five-year capital plan \$530,000 was slated to be spent on the upgrading of the Arviat airport lighting. That was a project planned by the department and agreed to, I understand, by the community. When the business plans came forward this year, it showed \$50,000 instead of \$500,000. In that regard, the committee reviewed this with the Minister but the committee was not convinced that this \$50,000 is correct and felt that the \$530,000 should be reinstated and, in that regard, Mr. Chairman, I would like to make a motion. I move that this committee recommends that the funds originally scheduled for the Arviat airport lighting project be reinstated in the 1997-98 fiscal year. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Ootes. Mr. Ootes, your motion is in order but I do not have a quorum so I am going to have to ring the bell.

-- Pause

**CHAIRMAN (Mr. Steen):**

I recognize a quorum and we have a motion on the floor. I will ask Mr. Ootes to read out his motion again.

**MR. OOTES:**

Thank you, Mr. Chairman. I move that this committee recommends that the funds originally scheduled for the Arviat airport lighting project be reinstated in the 1997-98 fiscal year.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Ootes. The motion is in order. To the motion. Mr. Ootes.

**MR. OOTES:**

Thank you, Mr. Chairman. As I stated before, originally in the five-year plan \$530,000 was slated for the upgrading of lighting in the community of Arviat. The Committee on Resources was of the understanding that this is the amount of repairs required but when the committee reviewed the business plans it had been changed to \$50,000. The change had been done without consultation of the Member and the justification for the downgrading of repairs, it was felt by committee, did not substantiate the argument of changing it from the amount required and the amount of repairs required. Therefore the committee made a recommendation that this should be revisited through a recommendation at this point. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Ootes. To the motion. Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. Mr. Chairman, before I could vote on this motion I would need to know why the Minister took it out. I need some information.

**CHAIRMAN (Mr. Steen):**

Mr. Henry, all I can ask the committee to do is speak to the motion. Either you support it or you do not based on the information that you have. To the

motion. A question, Mr. Ootes, would you like the last word? Obviously you have it.

**MR. OOTES:**

Thank you, Mr. Chairman. I will be repeating myself as I have stated the concern. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Are we ready for the question? All those in favour of the motion. All those opposed to the motion? The motion is carried. Now I would like to return back to the main estimates. We were on total region, Keewatin region, \$315,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Buildings and works, Kitikmeot region. The total region is on page 10-16, \$3,240,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

I have Mr. Henry and Mr. Erasmus.

**MR. HENRY:**

Mr. Chairman, you just got a little ahead of me there. I would like to ask a question on this building and works, Keewatin region.

**CHAIRMAN (Mr. Steen):**

Yes, Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. Could I ask the Minister why the funding was removed from the rehab airfield lighting at Arviat? It would be kind of interesting to know now.

**CHAIRMAN (Mr. Steen):**

Mr. Henry, in order to return to Keewatin region, we would have to get the consensus of the committee to return to that. Does the committee agree to return to buildings and works, Keewatin region. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Mr. Henry, you may ask the question.

**MR. HENRY:**

Thank you. It was only a little thing there, Mr. Chairman. My question still stands. I would like to know the reasoning for removing the \$200,000 from the airfield lighting at Arviat. What was the department's reason for removing it? Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Henry. I do not know if you were here on Friday or not, but the Minister did explain this whole process last Friday. But I will let the Minister give a short explanation again.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, in Arviat the lighting system that is currently there has been installed in 1978. We took it over from Canada. This lighting system we felt at the time, according to the way you determine the life of such a system, is coming to the end of its expected service. So, without the benefit of a physical site inspection, the department scheduled the replacement of lighting system solely on the basis of its age. Therefore, it was in the five-year capital plan as about \$545,000. We put it in there as a planning mechanism that is what the five-year

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capital plan is. All it is a planning mechanism. Since this amount was to be expended this year, last June an inspection of the system showed that the system was still in good working order and needed only some repair work. As a result of this technical inspection, the capital replacement project was reduced from the \$545,000 down to \$50,000. The repairs are now going to be scheduled instead. The lighting system is working well today. With the scheduled repairs, it should continue to work well for several more years to come. The department expects the repair work would be done by the local Arviat contractor. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. We now have to go through the process of total region for Keewatin region, \$315,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Buildings and works, Kitikmeot region. Total region, \$3,240,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Total buildings and works, \$11,510,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Acquisition of equipment, headquarters. Total region, \$325,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Acquisition of equipment, Fort Smith region. Total region, \$435,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Acquisition of equipment, Baffin region. Total region, \$835,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Acquisition of equipment, Kitikmeot region. Total region, \$80,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Total acquisition of equipment, \$1,675,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Total activity, \$13,185,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. I would like to suggest that we take a short break and then we are on highway section, page 10-18. Committee will take a five minute break.

---Break

**CHAIRMAN (Mr. Ningark):**

We are reviewing the 1997/98 main estimates, Bill 8. We are on page 10-18, Transportation, highways, operations and maintenance. Total operations and maintenance, \$16,362,000. Do we have agreement?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. The next page, details of capital, highways, buildings and works, headquarters. For the region, \$737,000. Agreed? Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, I would like to ask the Minister if the bridge rehabs, territorial, various includes winter road bridges?

**CHAIRMAN (Mr. Ningark):**

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

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, that bridge rehabilitation, various does not include the winter road bridges. It is rehab of work on the existing bridges on the different highway systems, such as widening or guard rail improvements, that sort of thing. Thank you.

**CHAIRMAN (Mr. Ningark):**

Headquarters. Total region, \$737,000. I have Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. The other day there was an indication that perhaps the Ingraham Trail was an access road. I wanted the Minister to clarify, what is classified as an access road?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the access road is a short section of the road that comes off the main highway and it goes into a community. That is basically the way that we regard the access road on the highway system. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total region. Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. Would an access road include a road that provides access to over a hundred families that are living out on that road?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the access road I described is, for example, like the access road from a highway into Fort Providence, for example, or into Jean Marie or into Liard - from a highway system. If there are a hundred families living off the main highway, and they require an access road, then perhaps that could be regarded as an access road. The Ingraham Trail is called Highway No. 4 and hopefully, sometime down the line, it keeps on going past Tibbitt Lake. At the present time, that is the way it is regarded by the department. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total region. Mr. Erasmus.

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**MR. ERASMUS:**

Thank you, Mr. Chairman. Is the Minister indicating that the Ingraham Trail is actually a highway and not an access road then? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Yes, Mr. Chairman. The Ingraham Trail, according to the highway classification system of the Department of Transportation, is Highway No. 4. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total region. I have Mr. Steen, Mr. Miltenberger, and Mr. Rabesca. Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, under new road planning studies, I presume some of this new road planning involved winter roads. My question is in relation to the bridge requirements on the winter road north of Wrigley. I know the Minister is aware that they are having a lot of problems with the Department of Fisheries and Oceans at the river crossings. I am just wondering whether the Minister has some plan in place, whereby they will have proper bridges on that winter road so that they can do away with the problems with Fisheries and Oceans?

**CHAIRMAN (Mr. Ningark):**

Thank you. For the information of the Members, we are on page 10-19, building and works, headquarters. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the winter road bridges that we are supposed to put in, in the winter road system because of the Fisheries and Oceans situation, we are doing it underneath the winter road improvements, the Mackenzie Highway, and that is under another section of this main estimate. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. We have Mr. Miltenberger, Mr. Rabesca, and Mr. Picco. Mr. Miltenberger.

**MR. MILTENBERGER:**

Thank you, Mr. Chairman. I jumped the gun. I was going to ask about the Fort Smith region. Sorry.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, headquarters. Mr. Rabesca.

**MR. RABESCA:**

Thank you, Mr. Chairman. Regarding the new road and planning studies, \$100,000. Is there any money slated to more studies between here, Yellowknife, and Rae section of highway?

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Rabesca. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, I would like to answer this question two ways. The new road planning studies that we have listed here for a hundred thousand dollars, we are looking at studies allocated. There are two studies we are doing. One is the Mackenzie resupply transportation system, a consultant study on the cost of various alternatives to resupply communities in the western Arctic. That is one study that we attempt to do with that allocation. We are also doing a study by the town of Inuvik and the hamlet of Tuktoyaktuk to study the Inuvik to Tuktoyaktuk all-weather road. That is the second of the funding that is required to do this in the new road planning studies. In regards to the honourable Member's question, we are going to be allocating some funds, \$100,000 underneath the buildings and work, Fort Smith region, which is in the next section of the main estimates. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total region, \$737,000. Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman. Mr. Chairman, under bridge rehabilitation, various, in my constituency, there is a small Bailey bridge over ski gorge, located

between Iqaluit and Apex. The bridge was, as I said earlier, was a Bailey bridge, and I believe the military had put it there in the '50s. I am wondering if the rehabilitation, has that identified Apex bridge under the rehabilitation of various bridges, territorial. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, this particular bridge that the honourable Member from Iqaluit is making reference to, is not in this bridge rehabilitation, various. I am not sure whether it is under this department or would be a municipal road. It might be under MACA. I am not familiar with this particular request. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman. I am not sure either, Mr. Chairman. I was not sure if it was under the Transportation Department. I would ask the Minister then if he could check for me to find out indeed if the Bailey bridge located in Apex is actually a territorial bridge or a bridge that is under MACA. If it is under the Department of Transportation, I would like an evaluation on the status of that bridge. This summer, when I was walking over that bridge, it does not have the proper protection for children and there have been some major concerns with the safety of that bridge. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, we could commit to working out with the municipality to do an evaluation of the bridge to see how safe it is. We are also trying to determine whether this particular bridge is under the Department of Transportation or is it under MACA or the communities. We will find that out and we will assist in checking out the safety part of the bridge. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Page 10-19, building and works, headquarters. Total region, \$737,000. Agreed? Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. If the Minister could tell us, with the new road planning studies, what roads are they looking at?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. What we plan to do is two studies looking at the Mackenzie resupply transportation system. Just looking at a study to cost out the

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various alternatives to resupplying the communities in the western Arctic. We are also doing a study by the town of Inuvik, in the hamlet of Tuktoyaktuk, to study a possible all-weather route between the two communities. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total region, \$737,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Fort Smith region. Total region. I have Mr. Miltenberger.

**MR. MILTENBERGER:**

Mr. Chairman, I would just like to ask the Minister if he could identify where the two large projects for paving are being done, so that we can make it very clear that the roads to Fort Smith are not all paved with gold.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, when we talk about the Fort Smith region, we talk about this



whole part of the north including the road to Yellowknife. The section that we are talking about here is Highway No. 3, kilometres 0 to kilometre 154. The work involves the last section of the highway left to be reconstructed. It is about 18 kilometres. This is the section midway between Fort Providence and Rae-Edzo. That should do that. The other section picks up where it left off at Highway No. 3, kilometre 154 goes on to kilometre 243. There is 12 kilometres again. The section right over this side of the previous one. Once we conclude building these two, it is going to be about 30 kilometres total. That should finish off the highway reconstruction between Providence and Rae-Edzo.

**CHAIRMAN (Mr. Steen):**

Thank you. Building and works, Fort Smith region. I have Mr. Picco.

**MR. PICCO:**

Thank you, Mr. Chairman. Mr. Chairman, I have a couple of questions in this area. The first one would be can the Minister tell me if the infrastructure development, as proposed in the main estimates, is cost-shared between this government and the federal government under the Roads and Maintenance Infrastructure Program of the federal government?

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Picco. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. No, it is not.

**CHAIRMAN (Mr. Steen):**

Thank you. Fort Smith region. Mr. Picco.

**MR. PICCO:**

Mr. Chairman, I see Highway 3(a) kilometre and Highway 3(c) kilometre. Is that three kilometres, or is that one kilometre worth of road for \$4 million? Is that one kilometre for \$3.410 million? Is it 30 kilometres? What is it?

**CHAIRMAN (Mr. Steen):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Mr. Chairman, in the main estimate books, the Highway No. 3 kilometre 0 to 154 for \$4,541,000, that should be 18 kilometres of highway for that amount. For the other, the third one down, Highway 3 (b) kilometre 154 to 243 at \$3,410,000, that is approximately 12 kilometres of road. Thank you.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, my question is in regards to the employment opportunities for equipment operators on these projects. I wonder if the Minister can advise me if these contractors are required to recruit territorial-wide?

**CHAIRMAN (Mr. Ningark):**

Thank you. The Honourable Minister for Transportation. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, all these contracts are under the BIP, the Business Incentive Policy. As a result, there is a lot of northern preference worked into the public tender process. In some cases, there are contractors out there that have a southern component. If they meet the BIP requirements to the public tender process, what we have been doing is encouraging them to use northern local first and northern as much as possible. A lot of them have been complying by it more and more over the years. I think that we are going to see a steady move towards that by all the contractors in the north. We are certainly concerned about it ourselves. The department has been instructed to make sure that they comply by northern preference. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Fort Smith region. The honourable Member for Nunakput, Mr. Steen.

**MR. STEEN:**

Mr. Chairman, I take it then that the public can expect to see advertisements in the papers when these contractors are looking for equipment operators, and whatever, for these projects. There will be advertisements in the paper, so that people could respond to these advertisements for work opportunities.

**CHAIRMAN (Mr. Ningark):**

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

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, once contracts are let out, whoever is successful in doing the work, the only thing that we can do is that we can continue to try to encourage them to hire northern and local people as much as possible. The honourable Member's question is that are we going to see an ad in the paper. I think that once we let a contract go to a contractor, then it is really up to the contractor to acquire the necessary type of people that it needs. Perhaps, if they want to go to the newspaper, I guess they go to the newspaper. All we could do is to encourage them and try to keep a close eye on how they go about doing their work. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Fort Smith region. Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. I understand then that there is no requirement for the contractors to post notice that they would be seeking staff to carry out these contracts. I wonder if the department would consider, in some form,

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making this as one of the conditions of the contract that they would advertise and seek staff from the territories through the papers, so that people, for instance, in my region would know that the job is going on and the company may need equipment operators. How are we going to find out about this stuff if we do not go to that process?

**CHAIRMAN (Mr. Ningark):**

Thank you. On the policy, Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, we could look at it as another provision that we could put into putting out the public tender. We have the Business Incentive Policy. We also try to encourage as much northern hire as possible. We could add this. We could look at it to see if we could add it on as one of the provisions in putting out the public tender. We could certainly look at it. Thank you.

**CHAIRMAN (Mr. Ningark):**

Qujannamiik. Total region. Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. I would just like to make a comment that I am encouraged by the Minister's comments and I hope that they give this serious consideration.

**CHAIRMAN (Mr. Ningark):**

Thank you. That was a comment by the honourable Member for Nunakput. Could we have the honourable Member for Yellowknife North, Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. On Highway No. 3, are there goods shipped on there for northern communities?

**CHAIRMAN (Mr. Ningark):**

Thank you. I believe your mike was off, but I heard you mention Yellowknife, honourable Member for Yellowknife North, Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. I wanted to know if Highway No. 3 services any communities other than Yellowknife.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Mr. Chairman, Highway No. 3 starts over in the Fort Providence junction. It services Fort Providence for a small part of it, then Rae-Edzo, and it goes into Yellowknife. If people are driving to Yellowknife to take planes further north and goods further north, then you could also say that, yes, it provides goods to go into northern communities. You go into Wha Ti, Rae Lakes and Snare Lake. You could say, yes, Highway No. 3 services more than Yellowknife. Certainly, it services the mines north of Yellowknife on the winter road for resupply. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Fort Smith, building and works, total region. Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. I heard the Minister say Wha Ti, Rae Lakes, Providence, Rae-Edzo and Yellowknife of course. Were there any others that I might have missed?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister, is Pelly Bay included? Mr. Minister.

**HON. JAMES ANTOINE:**

Snare Lake and points north, whatever flight goes into the north into Kitikmeot. You could say that Highway No. 3 services all the communities that use Yellowknife for a hub for air transportation. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total region. The honourable Member for Yellowknife North, Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. So Highway No. 3 is actually used to provide goods to all these communities, including the Kitikmeot. In other words, without that highway, it seems likely to me that the price of goods would be higher, because they would have to use planes or whatever to bring those goods to those communities. Is this a fair assumption?

**CHAIRMAN (Mr. Ningark):**

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

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Yes, the assumption is the same as mine, that there is benefit for using Yellowknife as a hub with goods that come up on trucks on Highway No. 3. It services communities into the Kitikmeot, communities that use Yellowknife as a hub. Certainly prices are higher than you would see on an annual sealift in the Arctic. But certainly it provides the goods at quite a reasonable cost. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Fort Smith region. Total region, \$8,501,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Page 10-20, details of capital, highways, buildings and works, Inuvik region. Total region, \$2,700,000. Agreed. Mr. Roland.

**MR. ROLAND:**

I would like to know what section of the road is this that is being reconstructed? Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. On the Inuvik region, Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the Highway No. 8, kilometre 0 to 257 in the Inuvik region, starts at the Yukon border and goes to Inuvik in that area. The 1997-98 program will consist of embankment widening, reshaping and gravelling kilometre 87 to kilometre 95. There will be a survey and design of kilometre 95 to kilometre 100. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total region for Inuvik. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. What part of the Dempster is that located on? Is that close to any one of the other communities along the Dempster Highway?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the work will be from the section of the highway where we finished working on last year, which is right outside of McPherson. From there, going towards Tsiigehtchic, it is in that section of the highway. Thank you.

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**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. Can the Minister inform us if this work is going out as public tender or is it negotiated?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, at the present time, we have not done anything or made any commitments on this particular section of the highway yet. The development corporation from Fort McPherson, the Tetlit'zheh Corporation, did the work last summer for us through negotiated contract. The intention here is that they have indicated to us they are interested in carrying on from where they left off. The beginning of the construction will be right outside the community of Fort McPherson, so it is right in their own area. I would safely say that we will probably be talking to the Gwich'in about this section. I think the intention here is that they will be interested in doing a negotiated contract in that section. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Inuvik region. I have Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, I would like to redirect my question that I had earlier about improvements to the winter road in regard to bridges. I would like to ask the Minister how he is going to address those concerns about the Department of Fisheries and Oceans, regarding the problems they have with river crossings on the winter road from north of Wrigley.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the department has been working with the Department of Fisheries and Oceans and have come up and agreed to new procedures on how to do the crossings in the river. With that, along with the lack of snow north of Wrigley, we were able to open the road only late last week. The Department of Fisheries and Oceans are

directly involved with us, right at the site of each of the river crossings now to make sure we do not get into any environmental problems again. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Inuvik region, Mr. Steen.

**MR. STEEN:**

Mr. Chairman, could the Minister clarify for me where the winter road improvements are going to be done? It suggests here that this is the Inuvik region. Are we talking about winter road improvements north of Fort Norman?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, this winter road improvement is for the winter road extension north from Wrigley to the communities of Tulita, Fort Good Hope, and Norman Wells. The winter road improvements, what we would like to do in this year 1997-98, is supply portable bridges to some of the creeks. Perhaps I will just name them off. At Whitesands Creek Bridge, which is kilometre 731, we plan to put in an 18 metre portable bridge there. Celina River, which is kilometre 832.4, we would like to put an 18 metre portable bridge there. At No-Name Creek, kilometre 944, we plan to put a relocater bridge and put a permanent bridge there, a 24 metre bridge. Vermilion Creek Bridge, which is kilometre 984.4, we plan to put in a permanent bridge there which is 42 metres long, and Canyon Creek Bridge, 1,009.3 kilometre, we plan to put a permanent 30 metre bridge there. We would like to do some minor grade improvement costs, but the bulk of the costs of the \$700,000 will be towards putting in bridges at five of the problem creeks that we have in that section north of Wrigley. What we would like to do every year is make improvements at these river crossings, so that we will not have problems such as we have been encountering with Fisheries and Oceans over the last couple of years. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Inuvik region. Mr. Steen.

**MR. STEEN:**

Mr. Chairman, some of those creeks, Vermilion Creek or White Sands Creek and Celina River, could the Minister indicate whether they are in the Inuvik region or in the Fort Smith region?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, a couple of these rivers, especially Celina River, for sure, and White Sand Creek bridges are also in the Fort Smith region per se. For the winter road improvements, what we have done is lump them together because it is the same road and the same type of program. This Mackenzie winter road north of Wrigley, we more or less put them all together into one activity. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Inuvik region. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. I have a question here on the amount of the budget. How much was it reduced this year?

**CHAIRMAN (Mr. Ningark):**

Thank you. The Honourable Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. For buildings and works in the Inuvik region, there is no change in the winter road improvement. However, in Highway No. 8, kilometre zero to 257 reconstruction from the old five-year capital plan, we reduced that from \$2,500,000 to \$2,000,000. The change is due to the budget restraint exercise and a decrease in available funding for highways as a result of that reduction. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Inuvik region. Total region, \$2,700,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Steen.

**MR. STEEN:**

Mr. Chairman, I have one more question for the Minister. Could the Minister indicate whether or not this

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government has been paying fines to Fisheries and Oceans, in regards to the winter road over the past few years?

**CHAIRMAN (Mr. Ningark):**

Qujannamiik. Thank you. The Honourable Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, yes, we paid a \$3,000 fine for three charges. I think they were a thousand dollars per charge. I think three creeks had deleterious material in there. Stuff that you are not supposed to have in there, I guess. As a result, we were charged \$3,000, and part of the charge was also that we had to complete some bridge work on this winter road section. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Inuvik region. Total region, \$2,700,000. Mr. Steen.

**MR. STEEN:**

I just have one more question, Mr. Chairman. Could the Minister indicate when he would hope to have these river crossing problems resolved? Like this next year, the year after. When will you have enough bridges to address the concerns of Fisheries and Oceans?

**CHAIRMAN (Mr. Ningark):**

Thank you. The Honourable Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the way we are proceeding is that every year we come forward and apply, through this committee, for winter road improvements. Once it gets approved, the plan is to eventually have permanent bridges or temporary bridges on a lot of the different river crossings, and eventually that would resolve the problem that we have. In this budget that we are trying to approve here, we have five of the creeks that we think are

causing a lot of problems now. If we have these bridges, it will alleviate some of the problems that we have. But there are other creeks and other small rivers that we have to be concerned about and our plan is to come to this committee every year, until the year 2001/2002, with the same amount. Hopefully, by that time, we should have most of the creek problems dealt with. At the same time, we are working with Fisheries and Oceans to try to have a better and more co-operative working arrangement that helps in the overall development of the winter road. Maybe in five years time, hopefully something may happen that we eventually have a regular road going down the valley. That certainly would solve all kind of problems. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works. Total region. I have Mr. Erasmus and Mr. Roland. Mr. Erasmus.

**MR. ERASMUS:**

I am just wondering if we have a quorum, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

I will ring the bell. Thank you. The chair recognizes the quorum. Building and works, Inuvik region. Total region. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. On the winter road improvements, how far does the winter road carry to?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the winter road north of Wrigley goes from Wrigley to Tulita, then it goes on to Norman Wells, and from Norman Wells to Fort Good Hope. From Tulita, there is a winter road over to Deline.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total region. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. Are there any plans to carry that winter road further north?

**CHAIRMAN (Mr. Ningark):**

Qujannamiik. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, at the present time the winter road only goes to Fort Good Hope, I think, to connect with Norman Wells and then down south by other routes. Eventually, we will have an all-weather road all the way up north by Fort Good Hope connecting into the Dempster Highway between Arctic Red and Inuvik. At the present time, there are no plans to continue the winter road up there because we have the Dempster Highway that provides linkages with the south and for road transportation for goods and services. At the present time, there is no plan. Thank you.

**CHAIRMAN (Mr. Ningark):**

Buildings and works. Inuvik region. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. My question is: are we ever to see an all-weather road connecting north-south in the western Arctic? As division comes, we need to start somewhere. I figured that if we started from a winter road portion, we might be able to use that as a starting point. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. I hear no question. Total region. Building and works, Inuvik region, \$2,700,000. Agreed? Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, could the Minister advise the committee as to how much this winter road from Wrigley north costs the department maintenance?

**CHAIRMAN (Mr. Ningark):**

On the overall costs, Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the total budget that we have here for 1997/98 for winter roads is \$1,563,000.

**CHAIRMAN (Mr. Ningark):**

Building and works, Inuvik region. Mr. Steen.

**MR. STEEN:**

Mr. Chairman, that is all north of Wrigley?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Yes, it includes all winter roads. It includes the road north of Wrigley. It also includes the winter road going from Wha Ti and Rae Lakes, as well. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Inuvik region. Mr. Steen.

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**MR. STEEN:**

Does this also include the road to Tuk, the road to Aklavik? Does it also include the road to Jean Marie River, Nahanni Butte, Trout Lake?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Yes. Mr. Chairman, the honourable Member is correct. It includes all winter roads up to Tuk, between Tuk and Inuvik and Aklavik, as well as winter roads to Trout Lake and Nahanni Butte. In Jean Marie, they are just about finished their all-weather road. They just need to do some gravelling on a small section and that is it. I think it is still underneath the contract that we have as a winter road. Thank you

**CHAIRMAN (Mr. Ningark):**

Thank you, Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, what I was trying to do was get an idea how much the winter roads cost from north of Wrigley to the Norman Wells area, in comparison to, at some point in time, putting a permanent road in there. But I can get that information from the Minister some other time. Thank you.

**CHAIRMAN (Mr. Ningark):**

Members of the committee, do you pass this budget? Buildings and works, Inuvik region. Total region, \$2,700,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total building and works, \$11,938,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Acquisition of equipment, headquarters. Total region, \$634,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total acquisition of equipment, \$634,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Total activity is \$12,572,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. On page 10-21, ferries. Operations and maintenance, total operations and maintenance is \$3,869,000?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Agreed. Thank you very much. Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. Does this O and M include the staff at the headquarters?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, this O and M includes the staff of the ferries in the department.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. Where would the staff be, the staff including the people that look after the human resources?

**CHAIRMAN (Mr. Ningark):**

Thank you. The honourable Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the human resource staffing is done here in Yellowknife.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. Just for clarification, which area is that under?

**CHAIRMAN (Mr. Ningark):**

Which activity? Mr. Minister.

**HON. JAMES ANTOINE:**

It is under corporate services.

**CHAIRMAN (Mr. Ningark):**

Thank you. I am informed it is on 10-10. Yes it is. Thank you. Ferries, operations and maintenance. Total operations and maintenance is \$3,869,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. On page 10-22, detail of capital ferries, acquisition of equipment, Fort Smith region. Total region, \$25,000?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Acquisition of equipment, Inuvik region. Total region, \$25,000?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

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

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

And total activity is \$50,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Page 10-23, community marines, operations and maintenance. Total operations and maintenance is \$169,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Agreed. Thank you. On page 10-24, detail of capital community marine, building and works, headquarters. Total region, \$50,000?

**SOME HON. MEMBERS:**

Agreed.

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**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Baffin region. Total region, \$1,060,000. Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. That \$460,000 for Iqaluit, could we get an indication what that is for?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, in Iqaluit they have initiated breakwater and channel dredging projects. They are designing a community wharf this year. In this main estimate for 1997-98, it is to continue the breakwater construction and dredging. This project is cost-shared by Transport Canada. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Baffin region. Total region. Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. What about that \$250,000 for Clyde River, what is that for?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, a protected harbour is required in Clyde River to provide protection for local community vessels and to improve the sealift operations. Municipal and Community Affairs, as well as Indian and Northern Affairs Canada, and the Canadian Coast Guard have been consulted to ensure that certain lands are secured and the community resupply requirements are addressed. What this \$250,000 will do is phase one of our breakwater. This will be a continuation of a multi-year project. This the first phase for the actual construction of the breakwater. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Baffin region. Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. Are these cost shared dollars with the federal government?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, yes this one here is cost-shared by the Coast Guard. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. I believe that will be under page 10-34. Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. Is this really necessary to do now or what is the possibility of deferring it?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, I had the opportunity to be in the community of Clyde River and there are a few boats and water vessels that are very costly that people have. The community had made the requests a few times for a protective harbour, after several boats were lost during intense storms in the past summer. As a result of that, the replacement value of these boats has been very expensive. For protection of their investment, we have been asked for that. We have been working with the community for a number of years to develop a plan and this the first year that we are moving ahead with this. Again, it is cost-shared with the federal government. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Baffin region. Total region is \$1,060,000 Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Mr. Erasmus.

**MR. ERASMUS:**

Thank you, Mr. Chairman. This \$460,000 in Iqaluit. Is this needed as a natural course of events or is this because there is going to be a big influx of people coming into the capital of Nunavut?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, we are talking about the Iqaluit and Apex Harbour enhancement. There is a high volume of activity in the harbour and it warrants a protected harbour for the boats. We have been able to provide some protection for the boats during extreme storms and this particular continuation of the breakwater construction and dredging would greatly enhance the harbour and the community. This is cost-shared by Transport Canada, through the STIA Program. It is cost-shared fifty-fifty. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Buildings and works, Baffin region. Total region, \$1,060,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Erasmus? No? We agree then?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Thank you. Buildings and works, Keewatin region. Total region, \$1,618,000. Mr. Ootes.

**MR. OOTES:**

Thank you, Mr. Chairman. I have several questions about the Marine Resupply Terminal for Rankin Inlet of \$820,000. How much of that is shared by the federal government of that remaining \$820,000?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, of the \$820,000, a \$125,000 is recoverable from the federal government. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Keewatin, Mr. Ootes.

**MR. OOTES:**

It is only \$125,000 out of the \$820,000 that is recoverable. This particular funding can be moved to other projects of a similar type and can we still obtain the federal equivalent funding for that?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, yes, the honourable Member is correct. To recover

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\$125,000, we could probably move some of the funds to similar type of marine projects. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Keewatin region. Total region, \$1,618,000. Mr. Ootes.

**MR. OOTES:**

Thank you, Mr. Chairman. I wonder if the Minister could clarify for us exactly what the \$820,000 is for?

**CHAIRMAN (Mr. Ningark):**

Thank you. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the \$820,000 has been put there for the Marine Resupply Terminal and \$250,000 has been committed already to do work on the hamlet of Rankin full authority agreement. That leaves \$507,000 that is still uncommitted at the present time. Maybe I will just leave it at that. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Keewatin region.  
Total region, \$1,618,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Ningark):**

Mr. Rabesca.

Committee Motion 15-13(4): Recommendation to  
Remove Projects Related to the Rankin Inlet Tank  
Farm

**MR. RABESCA:**

Yes, Mr. Chairman. I would like to make a motion  
regarding the capital project. I move that the  
Department of Transportation remove any and all of  
the capital projects related to the Rankin Inlet tank  
farm until such time as the final report of the Keewatin  
Resupply Steering Committee is made available.

**CHAIRMAN (Mr. Ningark):**

Thank you. I am told that the motion is in Committee  
Report 4-13(4) and the motion is in order. To the  
motion. Mr. Steen.

**MR. STEEN:**

Mr. Chairman, I do not have a copy of the motion.

**CHAIRMAN (Mr. Ningark):**

It is in your Committee Report 4-13(4), the Standing  
Committee on Resource Management and  
Development, Report on the 1997/98 Main Estimates.  
You should have a copy. To the motion. I have Mr.  
Ootes and Mr. Erasmus. Mr. Ootes.

**MR. OOTES:**

Mr. Chairman. I would just like to make reference to  
some items that were discussed in the committee  
regarding the funding for the Rankin Inlet tank farm  
project and the docking facility. The committee agreed  
that the docking facility in Rankin Inlet was not linked  
to the tank farm, but that the tank farm project was  
linked to the tank farm. The Minister had informed the  
committee that \$820,000 in the 97/98 main estimates  
was linked to the tank farm itself. We were awaiting  
the report of the Keewatin Resupply Steering  
Committee and that report has now been put forward.  
The Minister felt he should leave the money in the

estimates until such time as that particular report had  
come through. Now that the report and its  
recommendations have been issued, it is felt by the  
committee Members that money, directly attributed to  
the tank farm should not be spent on that project.  
Hence the reason for the motion, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Thank you. To the motion. I have Mr. Erasmus, and  
Mr. Steen. To the motion. Mr. Erasmus.

**MR. ERASMUS:**

Mr. Chairman, my problem is I do not know if this  
\$820,000 dollars is for this tank farm. I do know this  
report has been available for a couple of months. I do  
not know why it has not been tabled or made  
available. Has it been tabled? Then it is available. I do  
not understand what the point of the motion is, if that  
information is already available. I find it difficult to vote  
for this motion under the circumstances.

**CHAIRMAN (Mr. Ningark):**

Thank you. I have Mr. Steen and Mr. Henry. To the  
motion. Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Chairman. Mr. Chairman, I have a  
similar opinion as Mr. Erasmus. A while ago, I read a  
report where David beat Goliath and I thought the  
whole issue had been settled. I am on that committee.  
I was under the impression that was the last meeting  
of that committee. Therefore, the report should have  
been available. I am also not totally convinced that  
the \$820,000 actually relates to the tank farm, but  
rather towards improving the docking facilities. At this  
point in time I can not support the motion. I believe  
there is justification for the expenditures, bearing in  
mind that we have already spent \$964,000 on it last  
year. We just can not drop the project in the middle  
before it is terminated. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. To the motion. I have Mr. Henry and Mr.  
O'Brien. To the motion, Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. I can not support this  
motion either. I think it is premature. I think there are  
many questions that need to be answered on what  
this \$820,000 is for. I know, as Mr. Steen has

mentioned, there was \$964,000 spent last year. There certainly are questions in my mind, whether this is for a Rankin Inlet tank farm or not. I think that is what the motion is deciding that it is. I certainly would like questions answered about this, and I am not asking for them to be done now, I realize I can not get that. The motion is premature, Mr. Chairman, but I do know one thing. There has been money spent in Rankin Inlet, whether it is to do with the Rankin Inlet tank farm or moorings. There is nothing worse in any community than having something half finished. I think that is a very poor investment of funds. Apart from that, the questions need to be answered about what the project is about before any one can make a decision on it, and maybe the movers do have much more information available to them than I do. It would have been important to have that information available before this motion even came forward. I will not be able to support this motion. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Thank you. I have Mr. O'Brien to the motion.

**MR. O'BRIEN:**

Thank you, Mr. Chairman. Unfortunately, it does appear that the motion is somewhat redundant. The report was printed before the actual document, the report, was tabled in the house and that is why it still appears here. That is the only comment at this point that I would like to make.

**CHAIRMAN (Mr. Ningark):**

Thank you, are we ready for questions? All those in favour of the motion please signify in

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the usual manner. Down. Opposed? The motion is defeated. Back to 10-24, building and works, Keewatin region, Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. Just one question, how does the \$820,000 relate to what was spent the previous year? Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Ningark):**

Thank you, this is \$820,000, for the record. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, for 96/97, 97/98 a total of \$1,620,000 was allocated for the construction of the marine terminal facilities. In this current year of 96/97, \$250 thousand was reallocated from the project. This \$250,000 was put back into this project 97/98 year, and so this \$250,000 is part of the \$820,000. We made a commitment to the hamlet of Rankin Inlet, where they are doing the projects on their own through full authority agreement, and the total amount of the agreement is \$1,050,000, to do marshalling area and secure facility, and redesign the docking facilities. The \$800,000 is from the current year 96/97. The \$250,000 is for the 97/98 main estimate year and that is part of the \$820,000. Thank you.

**CHAIRMAN (Mr. Ningark):**

Thank you. Building and works, Keewatin region. Mr. Henry.

**MR. HENRY:**

Thank you, Mr. Chairman. I think the Minister partly answered my question, but my question is, of the \$964,000 spent last year, if this \$820,000 was not spent, have we got a half finished project in the community?

**CHAIRMAN (Mr. Ningark):**

(Translation) Thank you very much. Mr. Minister.  
(Translation ends)

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the construction of this facility started this current year and it is not going to be complete until this 97/98 fiscal year. The \$250,000 of the \$820,000 is part of the full agreement contract that was signed with the hamlet and they require the \$250,000 to complete the work. If the \$250,000 is not there, it will be an incomplete job. Thank you.

**CHAIRMAN (Mr. Ningark):**

Keewatin region, building and works. Total region is \$1,618,000. Agreed? Thank you. Total building and works, \$2,728,000. Agreed? Thank you. Contributions, headquarters, total region, \$100,000. Agreed? Total contribution, \$100,000. Agreed. Thank you. Total activity, \$2,828,000. Agreed? Thank you.

**CHAIRMAN (Mr. Steen):**

For the record we are on Bill 8, Appropriation Act, 1997/98. Transportation, activity summary, community local access roads. Page 10-26, operations and maintenance. Total operations and maintenance, \$75,000. Mr. Ningark.

**MR. NINGARK:**

Thank you, Mr. Chairman. Mr. Chairman, I would like to try and put things into perspective for western Members. Coming from the Nunavut area, where the access roads are very important to our communities and our people, I will try to tell you why. One reason is that access roads facilitate hunting. A couple of honourable Members indicated that we are in a wage economy. We realize that. We in the Nunavut area consider hunting and trapping as a means of supporting your family. Many people in the communities like Pelly Bay, Gjoa Haven, and other communities I am sure, Clyde River, every community in the small regions depend entirely on hunting. In the eastern Arctic communities, we have a very high rate of unemployment. A majority of the people in the small communities make their living by carving. Many of those people make their living by hunting. I think we should try to make sure people understand what we are talking about. I think access roads also facilitate tourism and tourism, in our area, is one of the most economical means of putting things in the community. When tourists come, they stay in our hotels, where we have local people working in the hotels. Otherwise, these people would be living on social assistance. When the tourists come in, they hire guides. When the tourists come in, they buy carvings and so on. Access roads are very important to us because a tourist could utilize them by using all-terrain vehicles. Another reason the access roads are so important in our area is that they provide access to recreation. We do not have parks in our communities. We do not have many areas that we can bring the kids and family by way of vehicles. Access roads provide transportation by all-terrain vehicles.

We talk about trying to make life better for our elders, handicapped, disadvantaged people, women, children, and so on. Access roads provide the ability of access for our handicapped, elders, women, and young children who are not able to access the recreation areas other than by foot. Most of these people are not able to do that, because of their age, handicap, or they are too small. Access roads are very important in our area. I would like to ask the honourable Minister, do you have a program available

to provide access roads in the communities across the territories? Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Ningark. Mr. Antoine.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, the access road program is to give access, by communities, to nearby attractions. These attractions could include recreation sites, hunting areas, historical sites, local water resources, and maybe access to open water to support fishing and hunting and tourism activities. Basically, that is the type of thing that access roads are designed for. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Total operations and maintenance, \$75,000. Mr. Ootes.

**MR. OOTES:**

Thank you, Mr. Chairman. I move that we extend sitting until we conclude the Transportation budget this evening. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Ootes. Your motion is in order. All those in favour of the motion. Opposed. The motion is carried. We will extend sitting until Transportation is concluded. Back to the activities summary. Total operations and maintenance, \$75,000. I have Mr. Enuaraq.

**MR. ENUARAQ:**

(Translation) Thank you, Mr. Chairman. First of all, I would like to thank Mr. Ningark on his comment with regards to access roads. Mr. Chairman, the issue I want to talk about has to do with Clyde River. We have not gone to this particular concern of mine yet, but with regards to the access

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roads, it is not only an access road where you can reach just recreational areas. For instance, in Clyde River, if you look at Patricia Bay, it is too small of an area. You cannot do any hunting around the Patricia Bay area. The people of Clyde River do their hunting around the time the ice is breaking, which is around the month of July. A lot of local hunters will use ski-

doos as they do with their hunting. There has been an access road that was built in our community. We feel there is a lack of funding to build access roads for the nearby community. I would like to thank the Transportation Department for making this type of program available to the communities. In our communities, the access roads are very common and very popular. Mr. Ningark's comments were true for smaller communities, because we do use these access roads when we hunt sea mammals and other land mammals. Thank you, Mr. Chairman.  
(Translation ends)

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Enuaraq. I did not hear a question in there. I would just like to remind Members that, although you can preamble, you should round off with a question to the Minister. If you are going to make comments on this, your comments are welcome provided they are rounded off with a question to the Minister. I did not hear a question there. Unless you have a question, Mr. Enuaraq, I am going to move on to the next Member. Mr. Enuaraq.

**MR. ENUARAQ:**

(Translation) Thank you, Mr. Chairman. I did not have a question, I just wanted to support the comment that was made. Thank you. (Translation ends)

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Enuaraq. Mr. Miltenberger.

**MR. MILTENBERGER:**

Mr. Chairman, I appreciated the heartfelt comments from my two colleagues and I think you are talking to the converted in regards to the issue of access roads. Since I must end my comment with a question to the Minister, would the Minister be greatly upset if we just voted to approve this activity and moved on?

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Miltenberger. Mr. Minister.

**HON. JAMES ANTOINE:**

By all means, Mr. Chairman.

**CHAIRMAN (Mr. Steen):**

I have total operations and maintenance, \$75,000. Agreed? Mr. Ningark.

**MR. NINGARK:**

Mr. Chairman, out of courtesy, with the tolerance of the Members, I would like to leave. My son just came back from Fort Smith. He has been away for six weeks and he needs my financial assistance at this point. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Ningark. I am on detail of capital, community local access roads. On page 10-27, buildings and works, headquarters. Total region, \$20,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Buildings and works, Fort Smith region. Total region, \$180,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Buildings and works, Keewatin region. Total region, \$50,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Total buildings and works, \$250,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Contributions, Fort Smith region. Total region, \$80,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. I am on page 10-28, detail of capital. Community local access roads, contributions, Inuvik region. Total region, \$80,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Contributions, Baffin region. Total region, \$40,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Contributions, Keewatin region. Total region, \$200,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Page 10-29, detail of capital. Community local access roads, contributions, Kitikmeot region. Total region, \$100,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Total contributions, \$500,000. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Total activity, \$750,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Page 10-30, motor vehicles, operations and maintenance. Total operations and maintenance, \$2,211,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Page 10-31, detail of capital. Motor vehicles, buildings and works. Fort Smith region. Total region, \$500,000.

**SOME HON. MEMBERS:**

Agreed.

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**CHAIRMAN (Mr. Steen):**

Total buildings and works, \$500,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Total activity, \$500,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Page 10-32, grants and contributions. Detail of grants and contributions. Contributions, total contributions, \$14,000. Agreed? Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. On the grant area, is there any more news or any further work with the Yakut-Sakha Assistance Agreement? Is there anything like that on the horizon that might come up?

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Roland. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, our present agreement is a three-year contribution agreement that we received from the Department of External Affairs and that agreement expires in July. We are looking at extending that type of an arrangement with CEDA, but there is nothing yet. Since this terminates in July, we have a few months to work on it. There is some

indication that there is interest in continuing this program. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Total contributions, \$14,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Total grants and contributions, \$14,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Information item. Page 10-33, active positions. Mr. Roland.

**MR. ROLAND:**

Thank you, Mr. Chairman. In the Inuvik region, there is a reduction of active positions. Could the Minister inform me how many are in the community of Inuvik?

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Roland. Mr. Minister.

**HON. JAMES ANTOINE:**

Thank you, Mr. Chairman. Mr. Chairman, we have one position in Inuvik, which is a vacant position, for motor vehicles for transport officers that is not going to be filled. In Norman Wells, which is part of the Inuvik region, we have the ERS positions that were not filled. There was a manager of safety and security and three fire fighter positions that were not filled. Therefore, since the ERS is no longer required there, we are not going to fill those four positions. It is not really any filled position, it is just not filling vacant positions. Thank you.

**CHAIRMAN (Mr. Steen):**

Thank you, Mr. Antoine. Active positions?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Thank you. Detail of work performed on behalf of third parties, page 10-34. Agreed?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Page 10-35, total department, \$5,168,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

I now return to program summaries, which is on page 10-9. Program summary, Transportation, operations and maintenance. Total operations and maintenance, \$55,631,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Capital, total capital, \$29,885,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Total expenditures, \$85,516,000.

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**

Agreed. Thank you. Does the committee agree that consideration of the departmental estimates is concluded?

**SOME HON. MEMBERS:**

Agreed.

**CHAIRMAN (Mr. Steen):**



Thank you. I would like to thank the Minister and his witnesses for appearing before the committee. Due to the motion made earlier, I will now rise and report progress.

ITEM 20: REPORT OF COMMITTEE OF THE WHOLE

**MR. SPEAKER:**

The House will come back to order. We are on item 20, report of committee of the whole. Mr. Steen.

**MR. STEEN:**

Thank you, Mr. Speaker. Mr. Speaker, your committee has been considering Bill 8, Appropriation Act, 1997-98, and Committee Report 04-13(4), and would like to report progress with one motion being adopted. Mr. Speaker, I move that the report of the committee of the whole be concurred with.

**MR. SPEAKER:**

Thank you. Seconded by Mr. Ng. The motion is in order. To the motion. Question is being called. All those in favour? All those opposed? Motion is carried. Item 21, third reading of bills. Mr. Clerk, item 22, orders of the day.

ITEM 22: ORDERS OF THE DAY

**DEPUTY CLERK (Mr. Schauerte):**

Thank you, Mr. Speaker. There will be a meeting of the Standing Committee on Infrastructure at 9:00 tomorrow morning, a meeting of the Ordinary Members' Caucus also at 9:00 tomorrow morning, and a meeting of the Government Operations Committee at 12:00 noon tomorrow.

Orders of the day for Wednesday, February 19, 1997:

1. Prayer
  2. Ministers' Statements
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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
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 the 1997/98 Main Estimates
20. Report of Committee of the Whole
21. Third Reading of Bills
22. Orders of the Day

**MR. SPEAKER:**

Thank you, Mr. Clerk. This House stands adjourned until Wednesday, February 19, 1997 at 10:30 a.m.

-- ADJOURNMENT