



**NORTHWEST TERRITORIES
LEGISLATIVE ASSEMBLY**

6th Session

Day 4

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The Honourable **Samuel Gargan**, Speaker

MEMBERS PRESENT

Honourable Jim Antoine, Mr. Barnabas, Honourable Charles Dent, Mr. Evaloarjuk, Honourable Sam Gargan, Mrs. Groenewegen, Mr. Henry, Honourable Stephen Kakfwi, Mr. Krutko, Mr. Miltenberger, Honourable Don Morin, Mr. Ningark, Mr. O'Brien, Mr. Ootes, Mr. Picco, Mr. Rabesca, Mr. Roland, Mr. Steen, Honourable Manitoak 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 the constant recognition of the dignity and aspirations of those whom we serve. Amen.

SPEAKER (Hon. Samuel Gargan):

Thank you, Mr. O'Brien. Good morning. I would like to advise the House that I have received the following message from Her Honour the Commissioner of the Northwest Territories.

Dear Mr. Speaker: I wish to advise that I recommend to the Legislative Assembly of the Northwest Territories, the passage of Supplementary Appropriation Act, No. 2, 1998-99 during the Sixth Session of the 13th Legislative Assembly. It is signed by yours truly, Helen Maksagak, Commissioner.

Orders of the day. Item 2, Ministers' statements. Item 3, Members' statements. Mr. Roland.

ITEM 3: MEMBERS' STATEMENTS

Member's Statement 39-13(6): Membership of the Western Coalition

MR. ROLAND:

Thank you, Mr. Speaker. Mr. Speaker, since January 1997 the Western Coalition has started having its meetings. This is to inform Members of this Assembly who have any questions on it, the coalition is a partnership of aboriginal, political and business organizations whose purpose is to participate in the vision process from a best of the west perspective. Elected aboriginal leaders from the Aboriginal Summit, elected representatives from the NWTAM and mayors from all the communities of the west have input into this as well as members representing the

private sector from the west. Mr. Henry and I are elected MLAs, who represent and are accountable to Western Caucus of this Legislative Assembly, also bring forward the concerns from a Western Caucus perspective. The coalition fills a void that would be missing by representing strictly western interest. Western Coalition represents the west and will not apologize for protecting the interest of the west and for any agreement to be reached, it must be embraced by both west and Nunavut.

Mr. Speaker, division is a two-way street, the west and Nunavut, not a one-way street. I believe the Western Coalition has represented the west in a fair manner doing the best job it can do and I must say that I must recognize that Cabinet, Mr. Todd and other Members of Cabinet have recognized the interest from a western perspective that needed to have a voice at the tables that were established for division. So I thank him for that and I know it is difficult work at times. We have worked hard to try to come to an agreement on issues and some issues the coalition has not agreed with what has been presented and said so. In saying that, we are a voice that offers the government a perspective that is outside of the mandate we have right now.

Mr. Speaker, in closing, I would like to say that division if taken in a context that would be adversarial could be a slippery slope and there is no recovery from that. I think we need to continue to work in a cooperative fashion to see division completed in both west and Nunavut and be set and ready to go after April 1, 1999. Thank you.

--Applause

MR. SPEAKER:

Thank you. Members' statements. Mr. Picco.

Member's Statement 40-13(6): Decision Regarding Nunavut Turbot Quotas

MR. PICCO:

Thank you, Mr. Speaker. Mr. Speaker, NTI recently won an important decision in its favour at the federal Court of Appeal. The court found there was no evidence in the record that the federal Fisheries Minister had given special consideration to Nunavut's Inuit claim of adjacency to the turbot ad agency resources when he allocated Nunavut 100 tonnes of 1,100 increase through Canada's total allowable catch. Indeed, Mr. Speaker, that decision had the

effect of decreasing or reducing Nunavut's share to 24.4 percent of the overall catch. Mr. Speaker, I have raised this question in the House several times on what this government was doing to support NTI and the Inuit of Nunavut with regard to the principle of adjacency with fishing rights off Baffin and Nunavut's east coast. Since NTI won the appeal, there are apparently no grounds on which to appeal this decision to the Supreme Court. NTI is to be congratulated for bringing this issue forward in such a vigorous way.

Next week, our Minister for RWED will be attending a meeting of Fisheries Ministers and I would hope that Mr. Kakfwi again will bring this topic up with his federal counterparts. Later today, I will address some questions to the Minister on the principles of adjacency as outlined in the Nunavut land claim that has been held up in the recent supreme court decision and our government's reaction to them. Thank you, Mr. Speaker.

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MR. SPEAKER:

Thank you. Members' statements. Mr. Miltenberger.

Member's Statement 41-13(6): Western Territory Symbols and Celebrations

MR. MILTENBERGER:

Thank you, Mr. Speaker. Today I would like to address the issue that I think is very important to the people of the west with the time-frame as tight as it is and that is the issue of symbols and celebrations. Mr. Speaker, we are moving into a historic occasion here in the next six months which would be a once in a lifetime opportunity for us as well as our neighbours in the east. While we have chosen to stick with the name of the Northwest Territories, we are definitely going to be carving out a new identity for ourselves.

I think we should be tying into the public to, in fact, ensure that we do that. On the issue of symbols, it would seem that the flag and the polar bear and the crest as well as the name are going to be staying here, though we may want to look at adjusting the crest to include diamonds. One symbol we do have, though, that will be new and unique to the Northwest Territories is going to be our mace. I think we should look at trying to build a lot of interest and momentum around that particular issue, soliciting the input from artists and craftsmen across the Northwest Territories

to have a new mace ready for April 1st when we have our first session as a western Assembly.

On the issue of celebrations, I think we have to ensure that we involve the people in the communities and that we use a lot of the existing activities that are held in the communities at the regional and community level. Specifically, Mr. Speaker, I am referring to situations and issues like music festivals. We have the South Slave Music Festival in Fort Smith for instance, Folk on the Rocks, the Midway Lake Music Festival, the NWT Fiddle Championship. These are all occasions where we can build on the theme of celebration. There is a Northern Arts Festival up in Inuvik, which is a major event as well, the Festival of the Midnight Sun.

In the winter leading up to division, we have many opportunities with all the carnivals that are going to be going on in the communities across the north. The Woodbuffalo Frolics, Caribou Carnival, Muskrat Jamboree, K'amba Days in Hay River, to build in a theme of celebration. We cannot forget our sporting events, the assemblies through the summer. All of these are an opportunity for us to go to the people and ask them, how can we along with you come up with a way to celebrate this once in a lifetime opportunity, a new beginning? It cannot be organized just out of Yellowknife and it cannot just be capital celebrations. Mr. Speaker, I request unanimous consent to conclude my statement.

MR. SPEAKER:

The Member for Thebacha is seeking unanimous consent to conclude his statement. Do we have any nays? There are no nays. You have unanimous consent, Mr. Miltenberger.

MR. MILTENBERGER:

Thank you, Mr. Speaker. I believe for a relatively small amount of money we can tie in and work with the communities and organizations, to come up with truly memorable ways to celebrate this historic occasion. I would also like to suggest as a territorial wide initiative a possibility for consideration could be the chartering or renting of a boat such as the Norweta to go from Fort Smith to Tuktoyaktuk with musicians, people and performers stopping at the communities along the way to celebrate, to do shows and to visit. My colleague from Iqaluit may once again snicker, but we do have a river system that traverses our territory north and south and it ties the

people together. It is something he should be appreciative about.

Mr. Speaker, I would encourage the special committee that has been struck in June who has a very heavy workload and a tight time-frame to take these concerns and points into consideration. The key for success is planning and getting momentum if we really want to have a time to remember. Thank you, Mr. Speaker.

--Applause

MR. SPEAKER:

Thank you. Members' statements. Mr. Ootes.

Member's Statement 42-13(6): Report of the St. Patrick's High School Bridges Program

MR. OOTES:

Thank you, Mr. Speaker. I recently received a copy of the first annual report of the Bridges Program at St. Patrick High School here in Yellowknife. Bridges is a school-to-work transition program, launched in 1997. In its first year of operation, the program proved to be very successful with over 70 students participating and 30 businesses, employers involved directly. Bridges offers work experience in a variety of areas such as office work, child care, video and TV technology and trades such as construction and plumbing. In May this year, St. Patrick High School was awarded the Conference Board of Canada Royal Bank Partners in Education national award. This award speaks to the many partnerships the school has maintained with community and business organizations. The Bridges program now enters its final year of a two-year pilot phase. Developing a foundation for this program has taken time. In the current school year, more students and teachers than ever are actively participating in the program.

In the brief time it has been operating, Bridges has proven to be an asset to the students, employers, the school and the community. This government has been a supporter of this excellent program and I would encourage that to continue. I commend the staff and students of St. Patrick High School and in particular, Kern Von Hagen, principal of St. Patrick High School and Deb Cooke, Bridges coordinator on their excellent work. I also congratulate the 30 plus Yellowknife businesses who have generously provided mentorship and work placement

opportunities to our young people. Thank you, Mr. Speaker.

--Applause

MR. SPEAKER:

Thank you. Members' statements. Mr. Kakfwi.

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Member's Statement 43-13(6): Passing of Alice Masuzumi

HON. STEPHEN KAKFWI:

Thank you, Mr. Speaker. Previous to the Berger inquiry in 1974, I had the occasion to work with Alice Masuzumi of Fort Good Hope, who just passed away last week at the age of 70. We did the work to provide information to the people of Fort Good Hope and Colville Lake regarding positions and presentations to be made to the Berger inquiry. She did the bulk of the work on a very professional and confidential basis, speaking with many of the elders, taping them. To this day, Mr. Speaker, I have never had the occasion to hear many of the tapes she made with those elders because she treated them as strictly confidential. They are invaluable if they still exist in this world. I remember after the Berger inquiry took place in Good Hope, which was heard all across Canada on the national news and on TV, I remember her coming to talk to me about it after the hearings were over. She laughed and she cried. She celebrated and just rejoiced about the tremendous impact that she thought we had made in our own way to help all the Dene and Metis of Good Hope, to have the confidence and clarity to make the statements and the presentations they did during the course of the hearings. She was a tremendous friend. She was a single mother who raised her children, sons and daughters, who today are making major contributions to better the lives of the people in Good Hope.

She was always known to be a good friend, not only to the elders, but the young as well and able to relate and communicate with everyone. She had friends up and down the valley, I am sure everyone will be missing her. On a personal note, she was always taking great pride and joy in telling everyone she was the one who attended to my mother at our trapping camp in Yelta Lake in the winter of 1950. I was born there. She was always taking credit for single handedly attending to my mother in delivering me at my birth. That has always been our own little personal

way of relating to one another. I talk to my children about it and throughout the Sahtu they have always known that about her. I wanted to make that comment and share that with everyone today. The funeral will be taking place in Fort Good Hope this afternoon. Thank you.

MR. SPEAKER:

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

Member's Statement 44-13(6): Snare Lakes Winter Road

MR. RABESCA:

Thank you, Mr. Speaker. Mr. Speaker, today I bring forward a concern raised by my constituents of Snare Lake. For the past number of years, the community of Snare Lake has had the option to drive out of the community during the winter resupply. However, this option was mainly available as a result of this government's cooperation agreement that the Department of Transportation had with the Colomac gold mine. This agreement allowed for Transportation to build a winter road to Snare Lake. The road would connect to the Colomac road and thus saving many thousands of dollars for this government and the residents of Snare Lake. The residents and government were able to bring freight and fuel into the community at a reasonable rate compared to that of flying everything in, as is the case during most of the year.

Which bring me to my point, as you may recall Royal Oak shut down the Colomac mine approximately a year and a half ago. This means that after last year's winter road where Royal Oak removed all of its equipment, there will no longer be a winter road that could be utilized by the residents of Snare Lake. The residents will once again be dependent solely on the airline companies and the higher than normal freight costs. To give you one good example of these high costs, a litre of gas is \$0.99. This is a very high cost, considering in Pelly Bay, the price for the same goods are 96.9 for a litre of gas. Now I realize one cannot compare the two communities. The distance between Pelly Bay and Yellowknife as well as other differences. However, Snare Lake is only a 45 minute flight from Yellowknife. Is there something that can be done to lessen the impact to our residents of Snare Lake? I do not know. I am, however, hoping the honourable Minister of Transportation will be able to inform us later today. Thank you, Mr. Speaker.

MR. SPEAKER:

Thank you. Members' statements. Mr. Henry.

Member's Statement 45-13(6): Measures to Lessen the Impact of New NAV Canada Fees

MR. HENRY:

Thank you, Mr. Speaker. I would like to make some suggestions to the Minister of Transportation that may solve the anticipated financial hardship that will be foisted upon northerners by the implementation of the proposed NAV Canada fee schedule, if it is enacted. Mr. Speaker, my honourable colleague from Yellowknife North has quite rightly raised the point that NAV Canada stands to make enormous profits on the opening of circumpolar routes that overfly previously restricted Russian airspace. When you consider that the airliners will spend a considerable amount, if not the majority, of their time in the NWT airspace, it is only fair that this financial windfall be used to subsidize the cost of air travel in the north.

Mr. Speaker, it is Friday and I am going to have some fun with some of the facts and figures to make my point. So what do we do, Mr. Speaker? How do we get NAV Canada and the federal Minister of Transportation to see the validity of our points? I believe the GNWT have legal ownership on the ground that the magnetic north originates from. I would like to suggest that we as a government charge NAV Canada a fee for the use of the magnetic north signal. In fact, we could charge the whole aviation world a fee for the use of that signal.

What I propose, Mr. Speaker, is that we apply to the courts for the right to charge a fee for the use of the magnetic north signal emanating from the Northwest Territories. We could block out the signal to those who would not subscribe to the program, just like the cable TV operators do. I would like to suggest that Minister Antoine when he is putting this regime in place that he consider retroactivity, for say the past ten years. I would like to make it perfectly clear, Mr. Speaker, that Santa Claus would be exempt from any of these fees. I say this as a demonstration of my good will as opposed to what NAV Canada has shown the north.

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I was pleased to hear, Mr. Speaker, that NAV Canada, in their benevolence, will not be charging fees to air ambulances or fire fighting planes. What

an amazing concession. I had this vision in my head of the president of NAV Canada playing a fiddle and dancing while the Western Territories forests burn because somebody in RWED forgot to pay the aviation fees. Mr. Speaker, I seek unanimous consent to conclude my statement.

MR. SPEAKER:

The Member for Yellowknife South is seeking unanimous consent to conclude his statement. Do we have any nays? Mr. Henry, you have unanimous consent.

MR. HENRY:

Thank you, Mr. Speaker and thank you, colleagues. On the subject of air ambulances, I have another idea since NAV Canada made the concession on those fees. I have a strong suspicion that nearly every commercial flight made by a scheduled airline in the Northwest Territories has on board, someone travelling for medical reasons. All we have to do is document it and refuse to pay the fees for that flight. We have to make the federal government and NAV Canada understand that the proposed fee structure will create undue hardship for the residents of the Northwest Territories and Nunavut. This privatization of an essential public service must not impact upon those people least equipped to pay, such as the majority of northern residents. Thank you, Mr. Speaker.

--Applause

MR. SPEAKER:

Thank you. Members' statements. Mr. Barnabas.

Member's Statement 46-13(6): Concerns Expressed by Social Workers

MR. BARNABAS:

Thank you, Mr. Speaker. Mr. Speaker, I rise today on a concern that was raised by my constituency regarding the social workers in the communities I represent. Mr. Speaker, even in small communities social problems occur just like any other community. Mr. Speaker, in Arctic Bay and in the constituency I represent, in Grise Fiord there has been no social worker in those two communities for the past six months in Arctic Bay and over a month now in Grise Fiord. What I would like to address to the government is that these small communities need social assistance as well as bigger communities. For this

reason, I rise today to address this issue of the social workers in these two communities. When the appropriate Minister is in the House, I will be asking questions. Thank you, Mr. Speaker.

MR. SPEAKER:

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

ITEM 4: RETURNS TO ORAL QUESTIONS

Return to Oral Question 16-13(6): Poor Condition of the Dempster Highway

HON. JIM ANTOINE:

Thank you, Mr. Speaker. Mr. Speaker, I have a return to oral question asked by Mr. Krutko on September 16, 1998 in regard to poor conditions of the Dempster Highway.

Mr. Speaker, on Wednesday, September 16, 1998, the Member for Mackenzie Delta called attention to the state of repair of the Dempster Highway. The Dempster Highway was built through terrain where permafrost is a common feature. Every summer the frozen earth melts causing settlement and slumping in the road bed and side embankments. This summer was both warmer and wetter than most causing more than the usual amount of melting and settling in the road.

The Department of Transportation attended steadily to road repairs throughout the summer although the wet weather did cause some delays. Through a labour contract with the Fort McPherson Band, the department retained the services of a highway foreman who regularly patrolled the highway watching for surface or embankment failures that would require maintenance attention.

Over the summer, the department's project engineer from the Inuvik office was staying in Fort McPherson on the Dempster Highway reconstruction project. From Fort McPherson he was able to give technical and supervisory advice on the road repairs as necessary.

The department's highway maintenance contractor for this section of the Dempster Highway, Tetlit Zeh Trucking of Fort McPherson also provided services needed to maintain the highway in a safe, functional condition.

The department is keeping pace with the road repairs and will continue to watch the highway carefully until it freezes once again for the winter. Mahsi, Mr. Speaker.

MR. SPEAKER:

Thank you. Returns to oral questions. Mr. Kakfwi.

Return To Oral Question 1-13(6): Strengthening Environmental Protection Practices

HON. STEPHEN KAKFWI:

Thank you, Mr. Speaker. This is a response to a question asked by Mr. Miltenberger on June 4, 1998, on strengthening environmental practices.

On June 4th, Bill 5, Regulatory Reform Measures Act was tabled in the Legislative Assembly. This bill has presently received second reading and is under review by the Standing Committee on Government Operations.

One of the reforms included in this bill would establish a mechanism in the Environmental Protection Act that would encourage "voluntary compliance" with environmental regulations, guidelines and standards.

Persons wishing to participate in this "voluntary compliance" program would be required to undertake an environmental audit or environmental site-assessment and to provide this information to the chief environmental protection officer. If the audit or site-assessment revealed environmental non-compliance, the person would be able to use this information to work with the GNWT's chief environmental protection officer

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to develop a formal plan to remedy it. If the plan to address non-compliance and any order issued by the environmental protection officer were followed, the person would be guaranteed immunity from prosecution for the non-compliance identified in the audit or site-assessment.

A series of safeguards would be established in the Environmental Protection Act to ensure this "voluntary compliance" mechanism could not be abused. With these controls in place, business and industry would be encouraged to more quickly identify and act on environmental problems.

All existing enforcement authorities in the Environmental Protection Act would remain in place to deal with situations in which persons fail to comply voluntarily. Thank you.

MR. SPEAKER:

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

ITEM 5: RECOGNITION OF VISITORS IN THE GALLERY

MR. HENRY:

Thank you, Mr. Speaker. It is my pleasure to recognize a constituent of mine in the gallery today, Paula Lessard. Paula is heavily involved in the medical association in the Northwest Territories. I would also like to take this opportunity, Mr. Speaker, to recognize the Pages that are serving the Members of the Legislature today. They are from the Range Lake North School in my constituency and they are, Shantana Doyle, Elise Lessard and Elise, I recognize that your mother is watching you from the gallery. Cody Peterson, Kyla Schauerte, Christina Still, Mathew Vikse and Richard Walsh. Thank you, Mr. Speaker.

--Applause

MR. SPEAKER:

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

ITEM 6: ORAL QUESTIONS

Question 42-13(6): Decision Regarding Nunavut Turbot Quotas

MR. PICCO:

Thank you, Mr. Speaker. Mr. Speaker, following up on my Member's statement, my question is to the Minister of RWED. Could the Minister inform this House if his department has reviewed the recent Supreme Court ruling in July regarding the quota that was handed down for the turbot stocks off of Baffin Island and in Nunavut specifically? Thank you, Mr. Speaker.

MR. SPEAKER:

Thank you. The Minister responsible for Resources, Wildlife and Economic Development, Mr. Kakfwi.

Return To Question 42-13(6): Decision Regarding Nunavut Turbot Quotas

HON. STEPHEN KAKFWI:

Thank you, Mr. Speaker. The issue of fisheries and harvesting by aboriginal people in regard to fisheries in Nunavut is an ongoing issue we have with the federal government. On Friday, September 25th there will be a meeting in Victoria in which there will be an occasion and opportunity to continue to try to clarify the practices and policies of the federal government in regard to the interest of aboriginal harvesters in Nunavut.

MR. SPEAKER:

Oral questions. Supplementary, Mr. Picco.

Supplementary To Question 42-13(6): Decision Regarding Nunavut Turbot Quotas

MR. PICCO:

Thank you, Mr. Speaker. The turbot fishery of Nunavut has increased dramatically over the last few years and has provided much employment and cash income for people of the Baffin region specifically. I am wondering will the Minister be bringing the issue of the turbot quotas up at his meeting specifically next week in Victoria with the federal Fisheries Minister and to see, indeed, if the total allowable catch which was granted could actually be increased which is what we have been asking for? Thank you, Mr. Speaker.

MR. SPEAKER:

Mr. Kakfwi.

Further Return To Question 42-13(6): Decision Regarding Nunavut Turbot Quotas

HON. STEPHEN KAKFWI:

Mr. Speaker, part of the agenda which we have asked for and supported is to discuss public policy objectives in regard to fisheries in relation to aboriginal fisheries and issues that surround that. It will be of keen interest, of course, to ourselves and to Newfoundland. The two jurisdictions which have the most interest in this particular issue especially in regard to turbot.

MR. SPEAKER:

Oral questions. Supplementary, Mr. Picco.

Supplementary To Question 42-13(6): Decision Regarding Nunavut Turbot Quotas

MR. PICCO:

Thank you, Mr. Speaker. Mr. Speaker, has the Minister or anyone from his department or his staff been in contact with NTI or the Baffin fisheries organization, the Qikiqtaaluk Corporation based out of Iqaluit to find out what their stance is on this issue to get some follow-up information before the meeting in Victoria next week? Thank you, Mr. Speaker.

MR. SPEAKER:

Mr. Kakfwi.

Further Return To Question 42-13(6): Decision Regarding Nunavut Turbot Quotas

HON. STEPHEN KAKFWI:

Mr. Speaker, it is always our intent to make sure that we work in partnership with aboriginal organizations particularly those who have a specific interest in resources that come up for discussion in this type of meeting. Of course, we will be working closely with the groups in Nunavut to ensure the position and views we take and the particular approach we take is one that they support and feel comfortable with. We will be reviewing this issue and keeping everyone updated as we approach the meeting in Victoria next

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week. Thank you.

MR. SPEAKER:

Oral questions. Final supplementary, Mr. Picco.

Supplementary To Question 42-13(6): Decision Regarding Nunavut Turbot Quotas

MR. PICCO:

Thank you, Mr. Speaker. Mr. Speaker, some of these federal and territorial/provincial Ministers' meetings, when those meetings are over, we have very little information to go on except a press release from the Canadian Press or something like that. I am wondering if the Minister will commit at this time to actually update us on the outcome of the lobbying

efforts of our Minister on the turbot quotas and the whole area surrounding ad agency in the fishery when the House sits again after this meeting? Thank you, Mr. Speaker.

MR. SPEAKER:

Mr. Kakfwi.

Further Return To Question 42-13(6): Decision Regarding Nunavut Turbot Quotas

HON. STEPHEN KAKFWI:

Thank you, Mr. Speaker. Following the Fisheries Ministers' meeting next week in Victoria, I will send out a letter to all Members of the Legislature in regard to the discussion that happens at that particular meeting and the report on any progress or headway that is made, any new developments, that take place as a result of the meeting. Thank you.

MR. SPEAKER:

Oral questions. Mr. Ootes.

Question 43-13(6): P3 Public Servant Confidentiality Agreement

MR. OOTES:

Thank you, Mr. Speaker. My question is for the Premier as the Minister responsible for the Personnel Secretariat. It has been brought to my attention that public servants working on the P3 initiative are being asked to sign a confidentiality agreement. It is an agreement that is legally drafted document full of whereases and ends with a therefore and includes a number of mutual covenants and several pages of single spaced type dealing with such things as propriety, comparatory information, et cetera. P3 members are informed that the purpose of the confidentiality agreement is simply to emphasize, and I stress the word emphasize, the importance of secrecy.

My question for the Premier responsible for government employees, the first one is, is it true that all government employees are required to sign an oath of secrecy when they are first employed? Thank you, Mr. Speaker.

MR. SPEAKER:

Mr. Premier.

Return To Question 43-13(6): P3 Public Servant Confidentiality Agreement

HON. DON MORIN:

Thank you, Mr. Speaker. That is detail that I do not have handy with me so I will take this question as notice. I will find out the answer and get back to the Member. Thank you.

MR. SPEAKER:

Thank you. Question is taken as notice. Oral questions. Mr. Henry.

Question 44-13(6): Mackenzie Highway Speed Limit

MR. HENRY:

Thank you, Mr. Speaker. My question is to the Minister of Transportation, the honourable Mr. Antoine regarding speed limits and signage on the Mackenzie Highway. Mr. Speaker, I had the opportunity in the past month to drive the Mackenzie Highway. I also had the opportunity two times on the ferry to talk to tourists who come north and it seems a very common complaint that they have is the speed limit and signage on the highway between the border and Yellowknife. I have asked the Minister of Transportation in this House previously, would he consider increasing the speed limit as we have a lot of beautiful scenery on the highway, but there is an awful lot of it, Mr. Speaker.

My question is to the Minister, will he again introduce in this sitting of the House a small and simple amendment to the Public Highways Act so that the speed limit can be increased on the highway from Rae-Edzo south to the Alberta border to correspond with Alberta speed limits? Thank you, Mr. Speaker.

MR. SPEAKER:

The Minister of Transportation, Mr. Antoine.

Return To Question 44-13(6): Mackenzie Highway Speed Limit

HON. JIM ANTOINE:

Thank you, Mr. Speaker. Mr. Speaker, this concern was raised in the spring of increasing the paved and chipped-sealed section of the Mackenzie Highway from the border towards Yellowknife to Rae-Edzo to increase the speed limit from 90 to 100. Mr. Speaker, I am told by the Department of Transportation that I

am Minister of that there is a Public Highways Act which states that the maximum speed limits we could pose is 90 kilometres per hour. If we are going to increase it to 100 like the honourable Member was suggesting earlier on was that we need to make an amendment to the act, the legislation.

The length of this Legislature is very short and our legislation is quite full. This is kind of a low priority in our whole legislative agenda. The department has not moved any amendments forward to increase it, but there are other ways of dealing with it. We know there is a concern and I, myself, travel the highway quite a bit. I know that once you come to the 60th parallel out of Alberta you come from 100 kilometres per hour speed to 90. You slow down quite a bit. Being in harmonization with Alberta, we should take a look at it. Thank you.

MR. SPEAKER:

Oral questions. Supplementary, Mr. Henry.

Supplementary To Question 44-13(6): Mackenzie Highway Speed Limit

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MR. HENRY:

Thank you, Mr. Speaker and I thank the Minister for his explanation. I did not hear raised in the Minister's response any concerns about safety or the ability of that particular type of construction to handle a speed limit of say 100 kilometres per hour. Could the Minister confirm that the department is not raising any objections as to the quality of the road to endure those speed limits or any safety concerns they may have? Thank you, Mr. Speaker.

MR. SPEAKER:

Mr. Antoine.

Further Return To Question 44-13(6): Mackenzie Highway Speed Limit

HON. JIM ANTOINE:

Thank you, Mr. Speaker. Mr. Speaker, the type of road we have rebuilt from the Alberta border to Rae-Edzo is a fairly standard road. I think it could handle a higher speed limit, but I am told by the department there are some minor adjustments that may have to be included if we are going to increase the speed

limit. Generally, I think the present road system can probably handle increasing the speed limit.

MR. SPEAKER:

Oral questions. Supplementary, Mr. Henry.

Supplementary To Question 44-13(6): Mackenzie Highway Speed Limit

MR. HENRY:

Thank you, Mr. Speaker and I thank the Minister for that. As I mentioned at the beginning, I had concerns about the speed limit and signage on the highway. I notice, Mr. Speaker, when I go out to start the drive south, I notice signage prior to getting to the Yellowknife airport, that there is signage there that identifies Edmonton as one of the locations going south. I notice on the way back from the Alberta border that Yellowknife, which is the capital of the Northwest Territories, is not identified until you get quite some ways up the highway. I was wondering if the Minister would have his officials look into the validity of my concerns and ensure that the capital of the Northwest Territories which is Yellowknife is identified earlier on once you cross the Alberta border coming north. Thank you, Mr. Speaker.

MR. SPEAKER:

Mr. Antoine.

Further Return To Question 44-13(6): Mackenzie Highway Speed Limit

HON. JIM ANTOINE:

I think it is a very legitimate point. Yellowknife is the capital of the Northwest Territories and will continue to be capital in the Western Territory. I think we should identify it as soon as we get into the Northwest Territories. We will put a sign up. Thank you.

MR. SPEAKER:

Oral questions. Mr. Evaloarjuk.

Question 45-13(6): Docking Facilities in Hall Beach and Pond Inlet

MR. EVALOARJUK:

(Translation) Thank you, Mr. Speaker. Yesterday further to my Member's statement, I gave notice that I would be bringing forth some questions. My question

will be directed to the Minister of Transportation. Mr. Speaker, if I am mistaken, please correct me. I will have two questions which state that... you know we can only learn from our mistakes so I will do that. So, my question is this. My riding consisting of Hall Beach and Pond Inlet both does not have adequate docking facilities and I have been informed that these projects have been delayed. Perhaps the Minister could tell me why the delay has occurred or maybe he could inform me as to when the construction of these projects will take place? Thank you, Mr. Speaker. (Translation ends)

MR. SPEAKER:

Thank you. The Minister of Transportation, Mr. Antoine. I heard two questions.

Return To Question 45-13(6): Docking Facilities in Hall Beach and Pond Inlet

HON. JIM ANTOINE:

Thank you, Mr. Speaker. Mr. Speaker, in the case of Pond Inlet, which the honourable Member is representing here in the House, there has been no delay in the breakwater or the docking facilities. There was a request last year for us to look into it and what the department officials have done is during the summer, is have some studies in that area done and have come up with a conceptual design of breakwater and they have the drawings there. They have looked at the sites. They have done that. This is the first step in putting the breakwater for the community in place.

That study has been done and is completed. The next step is that the department officials will have to go to the community and will explain the designs that they have put together and the location. That is in the plans for this fall to go into the communities and to sit down with the community and the leaders there and explain the design. They also will explain the years in which this project will be in place.

As for Hall Beach, I have not really been informed about what is there, so I will have to take that as notice, the Hall Beach part of it for now and get back to the Member. On the Pond Inlet one, I have been told there are designs in place and they are in the community. Thank you.

MR. SPEAKER:

Thank you. Oral questions. Supplementary, Mr. Evaloarjuk. Just to make it clear that with regard to the Hall Beach situation, the Minister will take that as

notice. The only one you probably would be able to ask questions on is the other.

Supplementary To Question 45-13(6): Docking Facilities in Hall Beach and Pond Inlet

MR. EVALOARJUK:

(Translation) Thank you, Mr. Speaker. I thank the Minister for his response. An addition to my question, I think we are all aware that we are sea people. We are close to the ocean and the weather greatly affects the sea. In the old days we used the canoes, but we are slowly going away from that and we are moving toward newer boats that are heavier and so that is why it is urgent that these people have an adequate facility. I think the Minister is aware of that, is he? Thank you, Mr. Speaker. (Translation ends)

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MR. SPEAKER:

Mr. Antoine.

Further Return To Question 45-13(6): Docking Facilities in Hall Beach and Pond Inlet

HON. JIM ANTOINE:

Yes, thank you, Mr. Speaker. Mr. Speaker, I am very aware, although I am not from that part of the country, but I do travel into that area. I have talked to many people about different conditions from different communities and I assume that Pond Inlet and Hall Beach are similar to the other communities that whenever their high winds come up and they have fairly large and expensive boats that are moored out there and they get damaged in the big winds. There is a need for protection for them and that is why in the department, we went ahead and we did the study on Pond Inlet and have come up with the designs. Hopefully, upon meeting with people in the communities, it will be acceptable and maybe we will work out a plan of action on how we could do the project. Thank you.

MR. SPEAKER:

Oral questions. Mr. Roland.

Question 46-13(6): Access to Applications for Seniors' Fuel Subsidy

MR. ROLAND:

Thank you, Mr. Speaker. Mr. Speaker, my question at this time will be directed to the Minister responsible for Education, Culture and Employment. Mr. Speaker, it has been a concern raised in my community over the summer and here in the fall, especially, since the warm season is ending and once again the furnaces have kicked in. The seniors in my community have raised the concern of the Seniors' Fuel Subsidy more in the area of where they go to apply in the forms that are used when they apply. My question to the Minister is, is there or would he be willing to look at transferring that responsibility to another department in the community or to community organization who could deliver the seniors' fuel subsidy on behalf of the department? Thank you.

MR. SPEAKER:

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

Return To Question 46-13(6): Access to Applications for Seniors' Fuel Subsidy

HON. CHARLES DENT:

Thank you, Mr. Speaker. Mr. Speaker, Given that the department has been attempting to move delivery of all income support programs to the community level wherever possible, we would certainly be willing to take a look at that sort of proposal. It must be noted however, that there can be no additional cost to deliver the program at the community level.

MR. SPEAKER:

Oral questions. Supplementary, Mr. Roland.

Supplementary To Question 46-13(6): Access to Applications for Seniors' Fuel Subsidy

MR. ROLAND:

Thank you, Mr. Speaker. Mr. Speaker, so the Minister and the department would look at proposals brought forward on the basis that existing funds that are used to deliver the seniors' fuel subsidy portion of income support did not cost more than what it is costing now to deliver? Thank you.

MR. SPEAKER:

Mr. Dent.

Further Return To Question 46-13(6): Access to Applications for Seniors' Fuel Subsidy

HON. CHARLES DENT:

Thank you, Mr. Speaker. The department would be prepared to consider alternate delivery mechanisms within the community, but it would have to be as affordable as it is right now. Does that mean that we can easily hive off the administration dollars? I am not sure. I do not know the specific situation in that community. If there is one person, who is doing a number of functions, one of which is the delivery of the Seniors' Fuel Subsidy Program, it may not be an easy task to separate those administrative dollars out, but we are certainly prepared to take a look at it and see what can be achieved with the community. Thank you, Mr. Speaker.

MR. SPEAKER:

Thank you. Oral questions. Mr. Miltenberger.

Question 47-13(6): Status of Economic Strategy

MR. MILTENBERGER:

Mr. Speaker, my question is addressed to the Minister of Finance in regard to the economic strategy that was discussed in this House yesterday and the Minister made reference to. Specifically, I have a number of concerns that hopefully the Minister could address. Could the Minister indicate when he sees this strategy being complete to the point where we could have a look at it, at least in its draft form? Thank you.

MR. SPEAKER:

The Minister of Finance, Mr. Todd.

Return To Question 47-13(6): Status of Economic Strategy

HON. JOHN TODD:

Thank you, Mr. Speaker. Well, I understand my performance yesterday was not quite up to par, so if it was not, I apologize to my colleagues. I will try to improve that as we proceed on this important initiative. The economic strategy, we are hopeful that we will have a first draft by the end of September in relationship to some of the work that is being done, both by Bailey and Associates and some of the subcontractors.

In parallel with that, we are working with, and I did not get a chance yesterday to speak to, we are working with Ottawa because a key component to this thing is

to convince Ottawa that the strategy that we have to give us a renewed fiscal relationship with them. We need to convince the powers to be, specifically Mr. Martin and Ms. Stewart, that this is an important initiative particularly at this time for the Western Territory. So we are also working with Mr. Robinson, who helped us in the formula financing arrangements as well as a couple of others. So we are hoping to have at least a first draft around the end of September.

I will be making a speech on this issue next week sometime. We are hoping at that time then to get broad consultation with not only the House, and other parties who I have been talking

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to over the summer and hopefully conclude a strategy for this government to proceed and to move forward with. I am hoping that we will have the opportunity to at least have an initial discussion with Mr. Martin, who I will be meeting with on the 21st and 22nd of October prior to him coming to Yellowknife to sign off on the formula finance arrangements. Thank you.

HON. SAMUEL GARGAN:

Oral questions. Supplementary, Mr. Miltenberger.

Supplementary To Question 47-13(6): Status of Economic Strategy

MR. MILTENBERGER:

Thank you, Mr. Speaker. The Minister indicated one of the key components is trying to negotiate and convince Ottawa that a new fiscal arrangement is necessary and critical and a possible new tax regime or tax window would be negotiated, which gets back to the issue of governance. If you want to have a new tax regime and resource royalties, for instance, then you are back to the sticky issue of a northern accord, which gets back to western governance. Could the Minister indicate the initial thoughts on how he intends to bridge that or deal with that situation that has been before us and on the table for some time, but is critical to that strategy? Thank you.

MR. SPEAKER:

Mr. Todd.

Further Return To Question 47-13(6): Status of Economic Strategy

HON. JOHN TODD:

Thank you, Mr. Speaker. As I tried to say, and did not say it well obviously yesterday, this is an integrated approach that requires sort of an overall coordination by myself. It is not a singular initiative on my part. Mr. Kakfwi, Mr. Antoine, Mr. Dent and, of course, the Premier are co-partners in this process. The western governance issue, I believe, the Premier will speak to next week in a detailed form, so I would not want to pre-empt anything the Premier has to say.

What I will say is the Finance Minister is an intricate part of certainly our overall strategy to enter into the non-renewable resource tax window that is essential, particularly to the Western Territory if my projections are correct that your revenue base in the coming years will end up somewhat flat. We are going to have to find new sources of revenue. In the world I live in, you cannot not move forward on a strategy that will provide us, hopefully with a window for revenues related to non-renewable resources without some resolution to western governance because of claims issues, self governance issues et cetera.

As I said yesterday, it is going to require an integrated approach and as I just said, I believe the Premier will speak next week to this thing in more detail. I would prefer if my honourable colleague would wait until that time so that he will understand what the government's position is through the eyes of the Premier.

MR. SPEAKER:

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

Supplementary To Question 47-13(6): Status of Economic Strategy

MR. MILTENBERGER:

Thank you, Mr. Speaker. Will the Minister also address the issue or assure me or comment on the need for specific recommendations, short-term, mid-term and long-term, and can he tell me when he is talking of looking into the future, what sort of range are we looking at here? Thank you.

MR. SPEAKER:

Mr. Todd.

Further Return To Question 47-13(6): Status of Economic Strategy

HON. JOHN TODD:

Thank you, Mr. Speaker. As politicians, you certainly want to get some short-term objectives that can be translated back to your constituents at large. I think Mr. Kakfwi and others will be able to speak to that, I believe later on next week, particularly as it relates to an EDA agreement, et cetera. That is some short-term important gains that we can make on negotiations.

The way I envision the economic strategy, it is a long-term strategy that lets us enter into a new relationship with the federal government that brings about less dependence on transfer payments and gives us an opportunity to benefit from the non-renewable resource growth that is currently taking place in this country. So, for me it is a strategy for not just today, but for tomorrow and future generations. That is why I keep emphasizing it is a new fiscal relationship that we have to develop. That is going to take some time. We need to develop the substantiation for it, the arguments for it and that is what the consultants are doing right now. We need to put in place a political strategy that ensures that we are on the agenda, on the national agenda, which is a difficult one to be with Mr. Martin and Ms. Stewart. We need to have them join us in this important road that we want to go down.

So this is not just a simple re-assessment of the programs that Mr. Kakfwi does or I do or others do, this is the larger issue that relates to new relationship that makes you less dependant and rewards you for the development of new resources out there so you can continue to deliver the programs and services that your constituents have come to expect. To create economic opportunity, new jobs, et cetera. That is the intention of this strategy, as well as a re-examination of what we are currently doing. Thank you.

MR. SPEAKER:

Oral questions. Final supplementary, Mr. Miltenberger.

Supplementary To Question 47-13(6): Status of Economic Strategy

MR. MILTENBERGER:

Thank you, Mr. Speaker. This is an initiative that I think is very timely, appropriate and important. I would just like to address the one final issue of dependency and the need to not only look at the new fiscal arrangement

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with Ottawa. We have to do more than re-examine our strategies. I think specifically, for instance, of roads to resources, an initiative where we not only re-examined, but we came up with concrete ways that will tie into this new fiscal arrangement that will allow us to do specific things that will allow for the growth of the western Northwest Territories. I ask the Minister if he could speak to that particular issue. Thank you.

MR. SPEAKER:

Mr. Todd.

Further Return To Question 47-13(6): Status of Economic Strategy

HON. JOHN TODD:

As I said in my earlier response to the question, this is a collaborated effort by all Ministers. It has just been coordinated through my department because of the fiscal relationship and how it all ties in at the end of the day to the way in which we get our grants from the federal government. It is important to just remind everybody certainly four percent of the dollars we get come from the federal government at the present time. I do not think that will change significantly with the division of two territories.

It is important just to remind everybody of that and what the intention here is, is to move forward in an aggressive way to coordinate future growth hence the reason why Mr. Antoine is being given dollars and the mandate to move forward on a roads to resources project that has been talked about for years, but it has been done in conjunction with the overall strategy of what we are trying to accomplish with the federal government.

At the same time, we need to be able to back up our arguments. Mr. Dent has been talking to me for weeks regarding the need to improve our success rate for example on employment and training. If dollars were put there, there would be a significant change in the way in which northern people are hired, et cetera. It is a collaborated effort. It is not just a simple re-examination of what we do and I am optimistic that if we are going to look beyond the next election and beyond tomorrow that we can develop a new fiscal relationship with federal government. There is certainly a desire in the power of two key federal ministers Mr. Martin and Ms. Stewart.

I am optimistic that this relationship can unfold, but it can happen without us being able to substantiate why it should happen, and that is what this is all about. I hope at the end of the day, my colleagues along this table will see that.

MR. SPEAKER:

Oral questions. Mr. O'Brien.

Question 48-13(6): Status of Health Centre Projects in the Keewatin

MR. O'BRIEN:

Thank you, Mr. Speaker. Mr. Speaker, my question is to the Minister responsible for FMBS and it relates to the P3 projects. Can the Minister tell me what is the delay in the Arviat project? We have been waiting for some time now to hear about an RFP for the health centre. Thank you.

MR. SPEAKER:

The Minister responsible for the Financial Management Board, Mr. Todd.

Return To Question 48-13(6): Status of Health Centre Projects in the Keewatin

HON. JOHN TODD:

Mr. Speaker, I apologize to my colleague. I genuinely want to get these projects settled a lot sooner than what we have, however, there have been some complications. My understanding is the RFP will be out next week in the Arviat health centre, but I want to say the date because it is important that I clarify it. While this government is moving forward in this important initiative, which my colleague has talked to many times in this House, it does require the sign-off of the Interim Commissioner.

I am seeking clarity from Mr. Anawak on his participation in this important Public Policy Initiative that we are moving forward on. I apologize for it being late tender call. It will be out next week. I am optimistic we can seek result to this thing as quickly as we can and move forward in getting this new health care facility in Arviat on the ground in 1999. Thank you.

MR. SPEAKER:

Oral questions. Supplementary, Mr. O'Brien.

Supplementary To Question 48-13(6): Status of Health Centre Projects in the Keewatin

MR. O'BRIEN:

Thank you, Mr. Speaker. Mr. Speaker, it is my understanding that the Interim Commissioner has a signing authority for approximately \$400,000. If we are talking about a \$4 million health centre, how will this be accomplished? Thank you.

MR. SPEAKER:

Mr. Todd.

Further Return To Question 48-13(6): Status of Health Centre Projects in the Keewatin

HON. JOHN TODD:

Thank you, Mr. Speaker. Mr. Speaker, I think that we did in a meeting in Rankin Inlet of the division meeting we had in Rankin with Ms. Stewart, indicate to her in support the Interim Commissioner's Office requests for additional fiscal authority. In effect, Mr. Anawak, I have to be a little cautious speaking on his behalf, up until that point only had the equivalent spending authority of the assistant deputy minister at federal level. It came quite clear, I think at least to me and to others, that if he is going to be able to move forward on initiatives to get the operations of government up and running, that he required greater fiscal authority and that arrangement was being worked out as we speak. I hope at the end of the day when the government in conjunction with the Interim Commissioner selects an appropriate proponent for this project, will be able to sign off and get it done. Thank you.

MR. SPEAKER:

Oral questions. Supplementary, Mr. O'Brien.

Supplementary To Question 48-13(6): Status of Health Centre Projects in the Keewatin

MR. O'BRIEN:

Thank you, Mr. Speaker. Mr. Speaker, the

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people in my riding are also interested for obvious reasons in the proposed Rankin College Hospital. Can the Minister tell us the status on that project? Thank you.

MR. SPEAKER:

Mr. Todd.

Further Return To Question 48-13(6): Status of Health Centre Projects in the Keewatin

HON. JOHN TODD:

Thank you, Mr. Speaker. The Keewatin Cottage Hospital Project, Cambridge Bay one and the one in Iqaluit are a little further behind than what we would like, but there are still some debate and discussion about the program development and the size of these projects that, quite frankly, Mr. Speaker, has not been resolved at this time. I do not anticipate resolution of the Iqaluit one and the Keewatin one quickly. I am not really in a position to tell you the day, a time table as to when these projects would move forward. It is certainly the desire on our part to get them on the ground, but there is still some discussion with respect to how big or how small these projects should be and it has not come to a resolve right now by all parties. Thank you.

MR. SPEAKER:

Oral questions. Supplementary, Mr. O'Brien.

Supplementary To Question 48-13(6): Status of Health Centre Projects in the Keewatin

MR. O'BRIEN:

Thank you, Mr. Speaker. Mr. Speaker, Mr. Todd indicated there is still a concern with the signing off of these P3 projects. He did not indicate as to what is the delay at this point in time, why some of these projects are delayed. Thank you.

MR. SPEAKER:

Mr. Todd.

Further Return To Question 48-13(6): Status of Health Centre Projects in the Keewatin

HON. JOHN TODD:

If my memory serves me correct and I am not quite up to date as of today about the results of the two projects I talked about or the three projects, Cambridge, Rankin and Iqaluit. The dispute I think, if you want to call it a dispute, lies in the size of the project and the fiscal relationship to it. Our position, for example in Iqaluit and mine was and still is and will

remain until such time as I leave office, that it is a \$25 million project, 53,000 square feet.

My understanding is there is still some debate and discussion going this should be a \$45 or \$50 million project. Well, not on the life cycle of this government, I can assure it because we do not have the fiscal resources for that. The Keewatin one, I think, there is a similar debate going on. I do not know, believe it or not, the details but I think there is a debate where we had budgeted for around \$9 million or \$10 million and they are looking at a \$15 million project.

Again, they have to meet, if you want, fiscal capabilities of this government as well as what we believe that the program development needs are of these committees. That is really what it is about right now. We are trying very hard and particularly the Minister of Health and his staff, to try to reach some compromise there so we can get on with getting these projects on the ground and getting them out for tender and RFP or however it goes, so we can get resolve to it, certainly there is a sincere effort. The Arviat project, I would say, will be out next week. Thank you.

MR. SPEAKER:

Oral questions. Mrs. Groenewegen.

Question 49-13(6): Issuance of Drivers Licenses

MRS. GROENEWEGEN:

Thank you, Mr. Speaker. Mr. Speaker, my questions today are for the Minister of Transportation and have to do with the issuing of drivers' licences. I raise this question partly, Mr. Speaker, as a public service because of an unfortunate circumstance for a constituent of mine who had inadvertently allowed her driver's licence to lapse. The department, as a deficit cost cutting measure recently, in the last couple of years has stopped the practice of sending out notices for people to renew their driver's licence and also to renew their vehicle registrations and so, it is possible for a person's licence to lapse.

What I understand is, now the policy of the department, and I would like the Minister to clarify this for me that if a driver's licence does inadvertently lapse, when the person goes to have it renewed and, in fact, they have to start the entire process over again for requiring a driver's licence, with a written and driven exam. I would like the Minister to clarify if that is the case. Thank you.

MR. SPEAKER:

The Minister of Transportation, Mr. Antoine.

Return To Question 49-13(6): Issuance of Drivers Licenses

HON. JIM ANTOINE:

Thank you, Mr. Speaker. With the cost cutting measures this department had gone through, we no longer give notices out. It is the responsibility for everybody who has a driver's licence to take the time and take notice of their driver's licence from time to time to see the date of expirations. Apparently, there are some people that do not do that and as a result, their licence becomes expired and there is a process in place where they have to re-apply for their licence and yes, there is a process they have to go through to get their licence back. Thank you.

MR. SPEAKER:

Oral questions. Supplementary, Mrs. Groenewegen.

Supplementary To Question 49-13(6): Issuance of Drivers Licenses

MRS. GROENEWEGEN:

Thank you, Mr. Speaker. Is that process for getting the driver's licence again to actually start off with a beginner's licence and take a written test and then take a test with a driver examiner with the Department of Transportation? I know for some people that would be difficult. Some of us were raised in the age when metric was not the measure used, and I am just wondering if that would actually entail starting right from getting a beginner's permit and going through the whole process again? Thank you.

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MR. SPEAKER:

Mr. Antoine.

Further Return To Question 49-13(6): Issuance of Drivers Licenses

HON. JIM ANTOINE:

Thank you, Mr. Speaker. Mr. Speaker, once a person has had a driver's licence, my understanding is that it is not the case. They should be able to obtain their driver's licence again for a fee, of course. They had

already have their licence, but in this case, I think we should be flexible enough that they just re-write the exam and get their licence back. Thank you.

MR. SPEAKER:

Oral questions. Supplementary, Mrs. Groenewegen.

Supplementary To Question 49-13(6): Issuance of Drivers Licenses

MRS. GROENEWEGEN:

Thank you, Mr. Speaker. That raises the question of how easy it would be for people in small communities, in a community such as Hay River, we have a resident driver examiner. In some smaller communities, I do not imagine that those services are available, so how easy would it be for a person whose licence has lapsed to have access to that. If a person were, for example, dependent on their driver's licence to earn a living and they had inadvertently, mistakenly, accidentally forgotten to have it renewed, could there be quite a time lapsed before they would be able to have access to write that test and take that driving test again? Thank you, Mr. Speaker.

MR. SPEAKER:

Mr. Antoine.

Further Return To Question 49-13(6): Issuance of Drivers Licenses

HON. JIM ANTOINE:

Thank you, Mr. Speaker. One course of action the department has taken over the years is to privatize the driver's examiners. It is a business which has taken on that responsibility and it is a little more difficult for the department to monitor. In some cases, if it were like department officials that are doing it, it is easy to give some directions and have some immediate action. However, in some cases, there is the business out there which has been privatized. The department is monitoring that, and we tried to be as timely as possible, but before the driver examiners travel into some of the communities, I know they are very busy from the time they get there until they leave.

In places where the drivers' examiners do not go, the RCMP is usually utilized to provide that service. The service should be available to the public if it is required. If it is not the case, then this department will

look into it and see what we could do to speed up the process. Thank you.

MR. SPEAKER:

Oral questions. Mr. Steen.

Question 50-13(6): Additional Wildlife Officer for Tuktoyaktuk

MR. STEEN:

Thank you, Mr. Speaker. Mr. Speaker, my question is addressed to the Honourable Stephen Kakfwi, Minister of Resources, Wildlife and Economic Development. Mr. Speaker, during the budget session in the past year, I asked questions to the Minister as to whether they would consider another wildlife officer for the Tuktoyaktuk area, especially in critical caribou harvesting time such as fall. I wonder if the Minister could inform me as to what the department has done in this regard?

MR. SPEAKER:

The Minister responsible for Resources, Wildlife and Economic Development, Mr. Kakfwi.

Return To Question 50-13(6): Additional Wildlife Officer for Tuktoyaktuk

HON. STEPHEN KAKFWI:

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

MR. SPEAKER:

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

Question 51-13(6): Proposal to Bury DEW Line Sites PCBs

MR. PICCO:

Thank you, Mr. Speaker. Mr. Speaker, over a year ago, I brought up a concern with the PCBs being buried in the north regarding the DEW Line cleanup and I understand a report, on environmental research into polychlorinated biphenals due within this month is expected to strengthen arguments for rescinding a two-year-old ban on landfill materials known to contain PCBs. What is the position of this government on that? Thank you, Mr. Speaker.

MR. SPEAKER:

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

Return To Question 51-13(6): Proposal to Bury DEW Line Sites PCBs

HON. STEPHEN KAKFWI:

Thank you, Mr. Speaker. The Government of the Northwest Territories had taken part in the initial discussions with the federal government. A number of years ago, the Department of Environment had taken a position that I think with the support of the Department of National Defence that materials containing PCBs such as paint, should not be disposed of in landfill sites. Subsequent to that, the Department of National Defence asked the Department of Environment and the Minister of Indian and Northern Affairs for an exemption for that national policy so that the Department of National Defence could look at using landfill sites to dispose of materials that contain PCBs, for instance, buildings and other infrastructure that were left on site mostly by the U.S. government.

Our government has always questioned the scientific basis on which those decisions were made, but our view has been the materials should all be taken off site, should have remained the responsibility of the Government of the United States and that all materials should have been restored to the original conditions as much as possible. The Canadian government, however, a couple of years ago, for a few million dollars took up the responsibility for cleaning up those sites and released

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the U.S. government from all further responsibility. Having done that, the Department of National Defence is now asking again if they can be exempt from this policy so they can take the cheapest way possible of disposing of these materials, which is to use landfill sites.

The Minister of Environment, in the meeting we held as Ministers of Environment last week in Inuvik, Christine Stewart said she had not seen and is not considering any change to that policy at this time and would not be complying with any request to make a change in policy at this time. Thank you.

MR. SPEAKER:

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

Supplementary To Question 51-13(6): Proposal to Bury DEW Line Sites PCBs

MR. PICCO:

Thank you, Mr. Speaker. Mr. Speaker, I understand that Vic Shenordah the head of the Environmental Canada's Toxic Pollution Prevention Directorate said last Monday, that, indeed, they may or may not be considering changing the landfill policy. So I am wondering, has our government been involved in negotiations to date on reviewing the policy as submitted by the Department of National Defence and as responded to by the Environment Canada at that meeting last week in Inuvik. Thank you, Mr. Speaker.

MR. SPEAKER:

Mr. Kakfwi.

Further Return To Question 51-13(6): Proposal to Bury DEW Line Sites PCBs

HON. STEPHEN KAKFWI:

Thank you, Mr. Speaker. I believe the Minister of Environment for Canada has said she had not seen such a document or had not seen any reaction by her department in regard to responding to that document. I cannot say that I, as a Minister have seen that document either. Thank you.

MR. SPEAKER:

Oral questions. Supplementary, Mr. Picco.

Supplementary To Question 51-13(6): Proposal to Bury DEW Line Sites PCBs

MR. PICCO:

Thank you, Mr. Speaker. Mr. Speaker, is the Minister and his department then, involved in negotiations on the application by the Department of National Defence to bury PCBs in the Arctic? Thank you.

MR. SPEAKER:

Mr. Kakfwi.

Further Return To Question 51-13(6): Proposal to Bury DEW Line Sites PCBs

HON. STEPHEN KAKFWI:

Thank you, Mr. Speaker. We are involved in a number of discussions regarding assessment of some of the

sites and are involved in some of the discussions. Exactly which discussions and the status we take in them, I would have to report back to the Member at a later date. Thank you.

MR. SPEAKER:

Thank you. Oral questions. Mr. Rabesca.

Question 52-13(6): Snare Lakes Winter Road

MR. RABESCA:

Thank you, Mr. Speaker. Earlier today, I raised the concern regarding the strong possibility of no winter road being built to Snare Lake. I would like to ask the Minister of Transportation, Mr. Antoine what is the department planning for the community of Snare Lake regarding the winter road reconstruction? Thank you, Mr. Speaker.

MR. SPEAKER:

The Minister of Transportation, Mr. Antoine.

Return To Question 52-13(6): Snare Lakes Winter Road

HON. JIM ANTOINE:

Thank you, Mr. Speaker. As the honourable Member had mentioned in his Member's statement earlier today that the winter road to Snare Lake has always been connected to the Colomac mine road that ran up there and we kind of attached a road to Snare Lake. The majority of the road is the Colomac road. Now that Royal Oak has pulled out of Colomac mine last year, last year was the last time that they will build this winter road.

Therefore, we are faced with quite an expensive proposition here if we look at putting a winter road in there and that we handle the whole winter road ourself. At the present time, the department does not have any plans to put any winter road into Snare Lake. There is a contingent, however, the Department of Public Works and Services normally solicits departmental cargo requirements around this period in the year in October to determine if a road scenario is required. We also look at a fly-in situation.

I understand there is enough fuel put in there last year to handle this year as well unless they have used up the fuel substantially this year. As far as I know, there is enough fuel in there to last for this year. If there is other building material or goods that are required to

be in there and if it is cost-effective, then we will determine whether we look at a road. At the present time, there is no plans at all to put a winter road in there. Thank you.

MR. SPEAKER:

Oral questions. Supplementary, Mr. Rabesca.

Supplementary To Question 52-13(6): Snare Lakes Winter Road

MR. RABESCA:

Thank you, Mr. Speaker. In previous years, the winter road going to Snare Lake, there was some freight subsidy of some sort in place, I would like to ask Mr. Antoine if there is still such a subsidy in place for future freight delivery into the communities? Thank you, Mr. Speaker.

MR. SPEAKER:

Mr. Antoine.

Further Return To Question 52-13(6): Snare Lakes Winter Road

HON. JIM ANTOINE:

Mr. Speaker, there is transportation

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assistance program in effect for those communities who do not receive surface transportation resupply. There is a program that the community is eligible for. Thank you.

MR. SPEAKER:

Thank you. Oral questions. Mr. Barnabas.

Question 53-13(6): Nanisivik Mine Tailings Pond

MR. BARNABAS:

Thank you, Mr. Speaker. Mr. Speaker, my question will be directed to the Minister of RWED, Mr. Stephen Kakfwi. Mr. Speaker, last year I understand QIA said that there was lack of funding to clean up the tailing pond in Nanisivik. Mr. Speaker, I want to know if the government had done anything to increase that funding? Thank you, Mr. Speaker.

MR. SPEAKER:

The Minister responsible for Resources, Wildlife and Economic Development, Mr. Kakfwi.

Return To Question 53-13(6): Nanisivik Mine Tailings Pond

HON. STEPHEN KAKFWI:

Thank you, Mr. Speaker. Mr. Speaker, there was an application last year under the Environmental Rights Act calling for an investigation from the QIA and the investigation has been completed and there should be a report being presented to myself shortly. We will see the letter and the report being presented before the end of this month. Thank you.

MR. SPEAKER:

Oral questions. Mr. Miltenberger.

Question 54-13(6): Status of the Highways Strategy

MR. MILTENBERGER:

Thank you, Mr. Speaker. My question is addressed to the Minister of Transportation and it is related to the economic strategy that was discussed earlier. The key component referred to by the Minister of Finance which is the Transportation Strategy that is now underway. Could the Minister indicate the status of this particular very important study? Thank you.

MR. SPEAKER:

The Minister of Transportation, Mr. Antoine.

Return To Question 54-13(6): Status of the Highways Strategy

HON. JIM ANTOINE:

Thank you, Mr. Speaker. Mr. Speaker, the Department of Transportation has been working on the highway strategy. We started off in June with the stakeholder workshop and as a result of it we have been able to establish stakeholder advisory committees for the three different strategies, the Slave/Province corridor as well as the Inuvik/Tuktoyaktuk road. We have not developed one for the Mackenzie highway stakeholder advisory committee. We are trying to get all the political interests on stream here, but these other two have had stakeholder committees established. We are anticipating that a meeting of the Mackenzie committee will be held in the next several weeks.

However, three studies are underway related to the Slave Geological Province transportation corridor. These studies include engineering, environmental and need feasibility analysis. These are underway. Two studies are in request for proposal stages related to the Inuvik/Tuktoyaktuk road. These studies include the environmental and the benefit cost analysis. You may have seen them in the papers. The department is undertaking the engineering studies for the Mackenzie Valley highway and the Inuvik/Tuktoyaktuk road as an in-house exercise. We are doing it internally and they are also underway. This is the status of the highway strategies today. Thank you.

MR. SPEAKER:

Oral questions. Supplementary, Mr. Miltenberger.

Supplementary To Question 54-13(6): Status of the Highways Strategy

MR. MILTENBERGER:

Thank you, Mr. Speaker. I thank the Minister for that information. Could he also indicate what are the time-lines for possible completion of this very important study? As the Minister of Finance indicated, he is looking to put together a first draft possibly of his broader coordinating integrating economic strategy so that, in fact, the transportation strategy will be a component of that. Thank you.

MR. SPEAKER:

Mr. Antoine.

Further Return To Question 54-13(6): Status of the Highways Strategy

HON. JIM ANTOINE:

Thank you, Mr. Speaker. The department intends to complete these studies by the end of the current fiscal year. We will have to get back to Cabinet at the time with the implementation plan of some sort, but we need to do these studies before we get there. Thank you.

MR. SPEAKER:

Oral questions. Question period is over. Mr. Todd.

HON. JOHN TODD:

Yes, thank you, Mr. Speaker. I was wondering if I could seek the indulgence of my colleagues and ask

for unanimous consent to go back to returns to oral question please.

MR. SPEAKER:

The Member for Keewatin Central is seeking unanimous consent to revert to item 4, returns to oral questions. Do we have any nays? There are no nays. Mr. Todd, you have unanimous consent.

REVERT TO ITEM 4: RETURNS TO ORAL QUESTIONS

HON. JOHN TODD:

Thank you, Mr. Speaker and thank you colleagues. I have further returns to oral questions asked yesterday by Mr. Ootes, Mrs. Groenewegen and Mr. O'Brien. If I may.

Return To Oral Question 30-13(6): GNWT Economic Strategies

The request for proposals (RFP) was advertised on April 20th with a closing date of April 30, 1998. It was felt that this

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provided adequate time to prepare proposals. Copies of the RFP were sent to 11 potential bidders. None of the consultants who were provided copies of the RFP requested an extension.

One compliant proposal was received and was an excellent proposal. There was no reason to cancel the competition and issue another request for proposals.

The proposal provided detail on methodology, work plan, the management team and costs associated with the management team. No costs were detailed with respect to the sub-consultants that would be required, as they had not been selected. The contract was not awarded until the sub-consultants were selected and the costs determined to be appropriate.

If I may, Mr. Speaker. A question asked by Mr. Groenewegen. Costs for the development of economic strategies.

Return To Oral Question 34-13(6): Costs for the Development of the Economic Strategies

It was anticipated that the cost of developing the strategies could be as high as \$500,000. This not only included costs associated with the RFP but costs

associated with releasing the consultants' reports to the public to generate discussion and public input.

The budget identified for this work does not appear as a line item in estimates approved by this House. A decision was made to fund the project internally, if possible and, if not, return to the House with supplementary estimates.

A further return to oral question with respect to contract to develop the GNWT economic strategies asked by Mrs. Groenewegen.

Return To Oral Question 37-13(6): Contract to Develop the GNWT Economic Strategies

The dollar value of the proposal, with respect to costs associated with the prime contractor, was in the proposal submitted by Mr. Bailey. No costs were detailed with respect to the sub-consultants that would be required, as they had not been selected. The contract was not awarded until the sub-consultants were selected and the costs determined to be appropriate.

The cost of the proposal as submitted - \$264,883

Add sub-consultants - total is \$389,250

In addition to the prime contractor, three northern consultants are working on the project as well as two departmental officials. In addition to the two GNWT staff members working with the consultants, time is required of other staff to provide information as needed.

Thank you, Mr. Speaker and thank you, colleagues.

MR. SPEAKER:

Thank you. Returns to oral questions. Item 7, written questions. Item 8, returns to written questions. Item 9, replies to opening address. Item 10, petitions. Item 11, reports of standing and special committees. Item 12, reports of committees on the review of bills. Item 13, tabling of documents. Item 14, notices of motion. Item 15, notices of motions for first reading of bills. Mr. Todd.

ITEM 15: NOTICES OF MOTIONS FOR FIRST READING OF BILLS

Bill 7: An Act to Amend the Education Act and the Property Assessment and Taxation Act

HON. JOHN TODD:

Thank you, Mr. Speaker. I have two notices of motion. I give notice that on Tuesday, September 22, 1998, I will move that Bill 7, An Act to Amend the Education Act and the Property Assessment and Taxation Act be read for the first time.

Bill 9: Supplementary Appropriation Act, No. 2, 1998-99

If I may Mr. Speaker, I give notice that on Tuesday, September 22, 1998, I will move that Bill 9, Supplementary Appropriation Act No. 2, 1998-99 be read for the first time. Thank you.

MR. SPEAKER:

Thank you. 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 1, Family Law Reform - Statutes Amendment Act and Bill 2, Intercountry Adoption (Hague Convention) Act, with 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. For consideration of committee of the whole we have Bill 1, Family Law Reform - Statutes Amendment Act and Bill 2, Intercountry Adoption (Hague Convention) Act. Perhaps I could get some direction from Mr. Ootes how we should proceed.

MR. OOTES:

Mr. Chairman, I move that we report progress.

CHAIRMAN (Mr. Steen):

Thank you, Mr. Ootes. We have a motion on the floor to report progress. The motion is not debatable. All those in favour of reporting progress? All those opposed? The motion is carried. I will now rise and report progress.

MR. SPEAKER:

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

ITEM 20: REPORT OF COMMITTEE OF THE WHOLE

MR. STEEN:

Thank you, Mr. Speaker. Mr. Speaker, your committee has reported progress and Mr. Speaker, I move that the report of committee of the whole be concurred with.

MR. SPEAKER:

Thank you. Seconded by Mr. Evaloarjuk. The motion is in order. To the motion. Question has been

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called. All those in favour? All those opposed? The motion is carried. Ms. Thompson.

HON. MANITOK THOMPSON:

Mr. Speaker, I would like to seek unanimous consent to go back to item 15, notices of motions for first reading of bills. Thank you.

MR. SPEAKER:

Thank you. The Member for Aivilik is seeking unanimous consent to go back to item 15. Do we have any nays? Ms. Thompson, you have unanimous consent.

REVERT TO ITEM 15: NOTICES OF MOTIONS FOR FIRST READING OF BILLS

Bill 8: An Act to Amend the Property Assessment and Taxation Act

HON. MANITOK THOMPSON:

Thank you, Mr. Speaker. Mr. Speaker, I give notice that on Tuesday, September 22, 1998, I will move that Bill 8, An Act to Amend the Property Assessment and Taxation Act be read for the first time. Thank you, Mr. Speaker.

MR. SPEAKER:

Thank you. Notices of motions for first reading of bills. Item 21, third reading of bills. Mr. Todd.

ITEM 21: THIRD READING OF BILLS

Bill 3: Risk Capital Investment Tax Credits Act

HON. JOHN TODD:

Thank you, Mr. Speaker. I have two third reading of bills. Mr. Speaker, I move seconded by the

honourable Member from Nahendeh that Bill 3, Risk Capital Investment Tax Credit Act be read for the third time. Thank you, Mr. Speaker.

MR. SPEAKER:

Thank you. The motion is in order. To the motion. Question has been called. All those in favour? All those opposed? The motion is carried. Bill 3 has had third reading. Third reading of bills. Mr. Todd.

Bill 4: An Act to Amend the Income Tax Act

HON. JOHN TODD:

Thank you, Mr. Speaker. I move seconded by the honourable Member for Nahendeh that Bill 4, An Act to Amend the Income Tax Act be read for third time. Thank you.

MR. SPEAKER:

Thank you. The motion is in order. To the motion. Question has been called. All those in favour? All those opposed? The motion is carried. Bill 4 has had third reading. Third reading of bills. Item 22, orders of the day. Mr. Clerk.

ITEM 22: ORDERS OF THE DAY

CLERK OF THE HOUSE (Mr. Hamilton):

Mr. Speaker, there is a meeting of the Standing Committee on Infrastructure immediately after adjournment this morning. Monday morning at 9:00 a.m. of the Standing Committee on Government Operations and at 11:00 a.m. of the Ordinary Members Caucus.

Orders of the day for Monday, September 21, 1998:

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

9. Replies to Opening Address
10. Petitions
11. Reports of Standing and Special Committees
12. Reports of Committees on the Review of Bills
13. Tabling of Documents
14. Notices of Motion
15. Notices of Motions for First Reading of Bills
16. Motions
17. First Reading of Bills
18. Second Reading of Bills
19. Consideration in Committee of the Whole of Bills and Other Matters
 - Bill 1, Family Law Reform - Statutes Amendment Act
 - Bill 2, Intercountry Adoption (Hague Convention) Act
20. Report of Committee of the Whole
21. Third Reading of Bills
22. Orders of the Day

MR. SPEAKER:

Thank you. This House stands adjourned to Monday, September 21, 1998, at 1:30 p.m.

--ADJOURNMENT