



# **NORTHWEST TERRITORIES LEGISLATIVE ASSEMBLY**

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**16<sup>th</sup> Assembly**

## **HANSARD**

**Monday, March 2, 2009**

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**The Honourable Paul Delorey, Speaker**

# Legislative Assembly of the Northwest Territories

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(Hay River North)

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(Tu Nedhe)

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**Mr. Norman Yakeleya**  
(Sahtu)

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**YELLOWKNIFE, NORTHWEST TERRITORIES****Monday, March 2, 2009****Members Present**

Mr. Abernethy, Mr. Beaulieu, Ms. Bisaro, Mr. Bromley, Hon. Paul Delorey, Mrs. Groenewegen, Mr. Hawkins, Mr. Jacobson, Mr. Krutko, Hon. Jackson Lafferty, Hon. Sandy Lee, Hon. Bob McLeod, Hon. Michael McLeod, Hon. Robert McLeod, Mr. Menicoche, Hon. Michael Miltenberger, Mr. Ramsay, Hon. Floyd Roland, Mr. Yakeleya

With support and commitment from all language communities, I am sure that our coordinated efforts will show some positive results.

The House met at 1:36 p.m.

**Prayer**

---Prayer

**SPEAKER (Hon. Paul Delorey):** Good afternoon, colleagues. Welcome back to the Chamber. Orders of the day. Item 2, Ministers' statements. The honourable Minister of Education, Culture and Employment, Mr. Lafferty.

Mr. Speaker, I urge all language groups to actively participate in the celebration of language and culture in their communities during the month of March. Mahsi, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. Lafferty. Before we go on, colleagues, I would just like to remind Members, for your information, the translators we have this week in the House, we have Dogrib on channel two and North Slavey on channel three. The honourable Minister of Health and Social Services, Ms. Lee.

**Ministers' Statements**

MINISTER'S STATEMENT 44-16(3):  
ABORIGINAL LANGUAGES MONTH  
CELEBRATIONS

**HON. JACKSON LAFFERTY:** Mahsi, Mr. Speaker. [Statement delivered in aboriginal language and then in English]

We have been celebrating aboriginal languages and cultures during the month on an annual basis. There will be a variety of things happening in different communities around the North such as radio contests, luncheons at community teaching and learning centres. There will also be aboriginal language materials on display and the luncheon here at the Great Hall on Thursday.

We recognize that languages play a crucial and essential role in the lives of the aboriginal communities in the Northwest Territories. It reflects various aspects of their culture such as traditions, customs, beliefs, values, history and achievements. Language is important to our aboriginal people because it gives them the ability to express themselves in their own way and that in itself strengthens their identity as a distinct people.

Mr. Speaker, we also want to recognize with gratitude the many dedicated individuals and volunteers who work at revitalizing and maintaining their aboriginal languages. I encourage you to continue your language work and to take pride in your contribution to keep your language alive.

I want to give some assurance to the language communities that the GNWT has committed to continue support of language and cultural activities.

MINISTER'S STATEMENT 45-16(3):  
NUTRITION MONTH (MARCH)

**HON. SANDY LEE:** Thank you, Mr. Speaker. Mr. Speaker, healthy communities and families are based on the basics: healthy food and good nutrition. Promoting healthy eating is the focus each year in March, National Nutrition Month, an annual campaign that runs all month from coast to coast to coast.

Mr. Speaker, although in the NWT healthy lifestyles are promoted all year long, we place special emphasis on tradition in March and this year our emphasis is on family nutrition. We know that if our people stop smoking, drink less, eat healthier and exercise more, much of our health care and social services needs will decrease. We are encouraging families to eat healthy meals together, a simple way to keep good health that gets overlooked because of the day-to-day rush of our lives.

Mr. Speaker, when we were growing up, for those older among us, it was common place to eat with our family and enjoy a healthy meal. We know not only from common sense but from research, that families that eat together eat healthier, whether it be traditional foods, store foods or a combination of both.

In the NWT, we encourage traditional foods such as moose, caribou or bannock for family meals for families that enjoy their mealtimes together. There are many positive benefits. For example, children are more likely to eat foods as recommended by the food guide and studies show this helps reduce obesity as well as unhealthy choices such as eating junk food.

Eating together as a family promotes family cohesion and this cohesion has many positive spinoff benefits. Mr. Speaker, I would ask the public to watch for Nutrition Month activities being organized at the territorial, regional or community level by our NWT dietitians and nutritionists. These activities will include healthy food promotions at the schools, on the radio and in local grocery stores and practical tips for families on healthy eating on the government or regional health authority websites.

Mr. Speaker, the government has kicked off healthy eating in February with the beginning of our third annual school-based Drop the Pop campaign challenge. With the theme of Drop the Pop – Get Real, we are promoting more healthy food and less junk. Our campaigns helped to reinforce this message. Mr. Speaker, this campaign is a joint partnership with northern Stores, the Yellowknife Direct Charge Co-op, Food First Foundation of the NWT and the Department of Education, Culture and Employment.

Last year 35 schools joined in the effort and this year we hope even more will skip pop for healthier drinks and snacks. Schools can also apply for an award for their innovative projects again this year. I encourage all Northerners to go to the Health and Social Services website for more information about Nutrition Month and Drop the Pop campaign and to make healthy choices. Remember, when you eat together, you eat better. Take the time to enjoy your family by sitting down at mealtime. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Ms. Lee. Item 3, Members' statements. The honourable Member for Tu Nedhe, Mr. Beaulieu.

### Members' Statements

#### MEMBER'S STATEMENT ON SUPPORT FOR ABORIGINAL LANGUAGES

**MR. BEAULIEU:** Thank you, Mr. Speaker. Mr. Speaker, as indicated in the Minister of Education's Minister's statement, aboriginal language...March is Aboriginal Language Month. I am going to...I can't read the language, Chipewyan language. I am trying to learn. Hopefully that will be a goal of mine, to try to be able to read the aboriginal language next March.

---Applause

So right now what I am doing is a difficult task that we ask the translators to do. I have a Member's statement written in English and I am going to try to translate it into Chipewyan. [English translation not provided]

Mr. Speaker, I seek unanimous consent to conclude my statement.

**AN. HON. MEMBER:** You've got an extra five seconds.

**MR. BEAULIEU:** Thank you, Mr. Speaker. [English translation not provided.]

Mahsi cho, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. Beaulieu. The honourable Member for Nahendeh, Mr. Menicoche.

#### MEMBER'S STATEMENT ON SUPPORT FOR ABORIGINAL LANGUAGES

**MR. MENICOCHE:** [English translation not provided.]

I would like to express my respect and appreciation for these language workers. I would also like to support all my constituents who speak South Slavey every day in the community in their home. I would like to encourage everybody to pass South Slavey on to their children and grandchildren. We can only secure a future for our First Nation languages if our children continue to speak South Slavey. [English translation not provided.]

Last week I was glad to hear the Minister of Education, Culture and Employment was advancing the implementation of the Dene Kede curriculum in our schools. I fully support education and training initiatives for teachers in aboriginal languages, and cultural instructors. Early childhood workers, teachers, and instructors that are fluent in Slavey and knowledgeable about the aboriginal curriculum are the foundation for the success of these programs.

Mr. Speaker...[English translation not provided.]

We all have the opportunities to promote the use of our languages. Let's do it and celebrate our languages as a wealth of traditions and human creativity.

**MR. SPEAKER:** Thank you, Mr. Menicoche. The honourable Member for Sahtu, Mr. Yakeleya.

#### MEMBER'S STATEMENT ON SUPPORT FOR ABORIGINAL LANGUAGES

**MR. YAKELEYA:** Mahsi, Mr. Speaker. [English translation not provided.]

In my own language I honour these few words from my grandfather's and grandmother's language. You see, I was brought up with the English and Dene language. In our house we spoke in the two languages. It was not until I started living in Tulita that I began to see and hear the Dene language expressed to its fullest by my grandparents and by my people in Tulita.

Growing up with little knowledge as to the importance of my mother's language, early in our education at the federal day school we were strongly encouraged to read, write, and speak only in English. This was the trend throughout my

educational learning. Never in my life did I think the aboriginal language would be taught in our schools. I had mixed feelings about this at first. However, after hearing the children speak the language in the schools and the hard efforts by some very dedicated people like Phoebe Tatti, who wanted to include language in our school and the Dene Kede school curriculum.

I wish to applaud the Government of the Northwest Territories for honouring the first language in the Northwest Territories. I once asked an elder about the language because I was struggling with my language. The elder asked me, where did you learn? How did you learn? I said to the elder, most of my life I spent in residential school. The elder said, it is not your fault. The Creator only understands the language that is spoken from your heart. The Creator will understand that language.

I, too, want to share my appreciation for all the hardworking teachers in the schools and the people who are using the first language to teach the children and to teach us. I have to work hard on my own language. Hopefully one day I will be able to speak very fluently in Dene.

**MR. SPEAKER:** Thank you, Mr. Yakeleya. The honourable Member for Mackenzie Delta, Mr. Krutko.

#### MEMBER'S STATEMENT ON AKLAVIK ECONOMIC DEVELOPMENT SUSTAINABILITY PLAN

**MR. KRUTKO:** Thank you, Mr. Speaker. I had an opportunity to travel back to my constituency this week and do a whirlwind tour. One of the highlights of the trip was to go into Aklavik and have an official signing ceremony with the community. Aklavik is in the process of developing a community economic sustainable development plan along with a university on Vancouver Island and using graduate students to work with the community to develop this plan.

The whole initiative is going to be an historical project that will involve all members of the community through a process of developing, producing, and implementing a plan. The general goal and objective of the plan is to take account of everything in the community, which involves the community's resources to identified key areas of economic development, a social interest, and the development of a comprehensive community plan that will assist the community in planning for the current and future community economic development needs and deal with the social challenges of that community.

The highlight of this study is the inclusion of the university and a community to work jointly on such an effort. It is a pilot project, but for communities in the Northwest Territories hopefully this pilot project

can be handed on to other communities with the findings of this work.

I'd like to thank the chief, Mildred Edwards, the mayor, Billy Storr, and also other members of the community who took part in the signing of this agreement and look forward to working with the whole community and the university from Vancouver Island, and to move forward on such an occasion. I'd like to mention the Minister of ITI, the Premier, and people who were involved in moving this project forward.

**MR. SPEAKER:** Thank you, Mr. Krutko. The honourable Member for Nunakput, Mr. Jacobson.

#### MEMBER'S STATEMENT ON SHORTAGE OF FRONT-LINE SOCIAL SERVICE WORKERS IN NUNAKPUT COMMUNITIES

**MR. JACOBSON:** Thank you, Mr. Speaker. Today my Member's statement is about the social workers and counsellors in Nunakput. Social workers and counsellors provide services to the community that are immeasurable and invaluable, devoting their careers to helping people through difficult times, living healthier, coping with addictions and the healing process. Unfortunately, most communities in Nunakput do not have either. Shame on this government.

I ask this government why, after so much commitment from the federal government, the territorial government and organizations such as The Healing Foundation, do the communities such as Sachs Harbour, Paulatuk and Ulukhaktok, still lack social workers and counsellors?

During recent discussions with the mayor from Ulukhaktok and the principal, they have both identified the lack of professional social support and development as one of the most serious issues in their community. People with real problems have very complicated problems and have nowhere to go, no one to talk to, and that's a shame. Furthermore, it contradicts the commitments made by this and previous governments. Students with problems at home that affect their educational performance should have counsellors to talk to if they need help with the problems.

I've recently been made aware of social workers' and counsellors' work in Inuvik and they're supposed to service the communities. But when talking to the front-line workers in the communities, they've never heard or had a visit of that nature. Capacity building progress, serious social supports, it's very crucial that this government commits and delivers support required and not just pay lip service.

I will have questions for the Minister of Health and Social Services at the appropriate time.

**MR. SPEAKER:** Thank you, Mr. Jacobson. The honourable Member for Hay River South, Mrs. Groenewegen.

MEMBER'S STATEMENT ON  
REVIEW OF POWER RATES AND POWER  
CORPORATION OPERATIONS

**MRS. GROENEWEGEN:** Thank you, Mr. Speaker. Today I'd like to speak about some of the reviews that are taking place, which I'm sure people in the public have heard about and are probably becoming thoroughly confused about. I'm having trouble keeping track of them all myself and in the order in which they're being undertaken.

We know there is an announced review of the ATCO proposal, the unsolicited proposal that came to the Premier's desk, and it's being undertaken by the GNWT with a team of senior managers and with the assistance of a former employee of the Auditor General's office. No terms of reference have been circulated about this review, no date has been given, and we're not sure if anyone, apart from the Financial Management Board, will ever actually see this report. We haven't had any of those things confirmed.

Also, now we know that there's going to be a review of the Northwest Territories Power Corporation and this will look at the value for money and a performance audit of NTPC. Those terms have not been identified, no dates and no schedule. We do know that this will be an expensive undertaking and neither do we hear exactly where the money will be coming from for that review. Hay River obviously has a very understandable interest in the terms of reference of a review of NTPC and would like opportunity for input.

Also, Mr. Speaker, at the same time we are doing an electricity review. This discussion paper was released in December. Members have seen that. It was widely circulated. A panel was established to visit communities, attend community meetings and hear community feedback. That is to talk to people about the power rates. That panel includes some former bureaucrats and also a gentleman from Manitoba. This is the group, Mr. Speaker, who might recommend a change in our rate zones, if that is the determination, and we are expecting a report back from that in June.

Mr. Speaker, the Premier indicated in his ministerial statement that all of these activities are clearly linked. Mr. Speaker, I will have questions today for the Premier about a review of a corporation which we might be selling to a corporation who has said they will freeze the rates for five years. If you look at all of what is going on, it is like having a car perhaps and saying there is something wrong with it, but before we determine what is wrong with it, we are going to try and sell it to somebody and we are also going to look forward to the future and look at

establishing the rates that this new corporation would be charging. It's all very confusing and I will have questions for the Premier. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mrs. Groenewegen. The honourable Member for Frame Lake, Ms. Bisaro.

MEMBER'S STATEMENT ON  
EQUITY STAKES IN LARGE RESOURCE  
DEVELOPMENTS

**MS. BISARO:** Thank you, Mr. Speaker. I want to use my Member's statement today to address the issue of long-term financial stability for the NWT. I believe we can partially achieve this goal through equity investments in our resources and resource development.

Currently, as Members are well aware, our revenues come from two main sources: about 75 percent from the federal government through the territorial funding formula and the bulk of the remaining 25 percent from taxes.

Well, these sources fluctuate sometimes quite a bit from one year to the next, making it difficult to budget for our yearly expenditures. Those expenditures, mostly service delivery costs, rise at about 7 percent per year, no downward fluctuation there, unfortunately.

To provide a stable funding source, the GNWT can establish an equity position in large resource projects or developments. Right now we have an opportunity in the Mackenzie Valley Gas Project, but to date the government seems to have shown no interest in investing in this project. That is not to say we haven't spent money on the project. The 2009-10 budget includes new funding in the amount of \$250,000 for the Mackenzie Gas Project; a contribution to the Aboriginal Pipeline Group. And this amount must be added to funds already given to the Aboriginal Pipeline Group for at least the past three years. So far the GNWT has spent on the Mackenzie Gas Project, through the Aboriginal Pipeline Group, to the tune of some \$2.3 million or so. I believe that instead of giving that money away, we could be investing those same dollars to the benefit of all NWT residents.

Mr. Speaker, we have missed other opportunities to invest in projects which would return dividends for many years to come. Equity opportunities with the four diamond mines in the past have missed us by. I believe we must not let equity opportunity in the Mackenzie Gas Project pass us by as well.

Returns on investments in large infrastructure projects can be used to provide a nest egg for our children, our children's children and future generations to come or these returns can provide the government with a consistent stable revenue source of which, at the moment, we have none. We



all know too well that this government does not receive royalties from resource development in the NWT right now and for the foreseeable future; something that must change if we are to become more independent of the federal government.

Taking an equity stake in resource development is simply another financial option open to this government. I am definitely not advocating irresponsible or risky investment, but I am advocating that we consider a policy on equity. I am asking Cabinet to look into such a policy and will have questions for the Finance Minister later on. Thank you.

**MR. SPEAKER:** Thank you, Ms. Bisaro. The honourable Member for Weledeh, Mr. Bromley.

MEMBER'S STATEMENT ON  
ADOPTION OF CALIFORNIA VEHICLE  
EMISSION STANDARDS

**MR. BROMLEY:** Thank you, Mr. Speaker. Our government has recognized the problem of our changing climate and we are making some moves to mitigate the situation. Today I would like to highlight the opportunity we have to address a particular part of the problem. That is the lack of fuel efficiency standards for cars and trucks.

In the NWT Greenhouse Gas Strategy, we learned that up to 30 percent of our greenhouse gas pollution comes from the transportation sector. Despite this recognition, very few of the initiatives in the strategy actually address transportation issues. While the challenges are great, I am convinced that we can significantly reduce our greenhouse gas emissions in the transportation sector if we try.

According to Hydro Quebec, with relatively few changes to its distribution and generation system, it could accommodate one million plug-in electric cars. There is a similar opportunity with many utilities across North America. Fortunately, we have many fewer vehicles but I suspect we have the potential to be affected here.

In the United States, the corporate average fuel economy, or CAFE for short, sets fuel standards for cars and trucks. It sets out the minimum average fuel efficiency that each automaker's cars and trucks must achieve. First introduced in the '70s in response to the oil crisis, the fuel economy standard reached its peak in the mid-'80s and this peak coincided with very low oil prices at \$10 a barrel. Increased fuel efficiency in the U.S. in the '80s had a lot to do with those low oil prices. Unfortunately, corporate lobbying caused standards to decline. Ironically, if CAFE was strengthened rather than diluted, North American carmakers would be in much better shape than they are today.

In 2006, in response to concerns about global warming, California passed new regulations requiring a 30 percent reduction in automobile

greenhouse gas emissions. Their law requires the average fuel economy to rise to 35 miles per gallon by 2016. Since then, 12 U.S. states and three Canadian provinces have committed to adopting California fuel standards. All indications are that the Obama administration will allow states to adopt those fuel efficiency standards. If so, North America will soon adopt similar goals.

Mr. Speaker, I urge this government, our Minister of Transportation, to be consistent in their progressive work in mitigation and adaptation to changing climate. Let's have the NWT be a leader and join the early adopting jurisdictions that are recognizing the seriousness of this issue by adopting the California fuel standards and encouraging the Government of Canada to do so as well. Mahsi.

**MR. SPEAKER:** Thank you, Mr. Bromley. The honourable Member for Yellowknife Centre, Mr. Hawkins.

MEMBER'S STATEMENT ON  
ATCO PROPOSAL TO MERGE WITH  
NWT POWER CORPORATION

**MR. HAWKINS:** Thank you, Mr. Speaker. I, too, wish to speak to the issue of concerns regarding the multi reviews of the NWT Power Corporation, as my colleague Mrs. Groenewegen has. Mr. Speaker, it has been my experience when a company as big as ATCO comes forward knocking on our door in the spirit of partnership, it is either in the context to share the risk or they want to share in the profit. We would be fooling ourselves to really think that ATCO needs us, so let's stop kidding ourselves. They are eyeing our long-term projects. With the Taltson Expansion Project just about to go, with Bear River hydro project on our long-term horizon and if anyone would finally put two and two together, someone would realize that we have a long-term hostile takeover with roses and chocolates in the name of the joint partnership, Mr. Speaker.

Now, let's not get this wrong. I don't think of this company as evil, but they have shareholders who need a profit and certainly they are about taking market control. Mr. Speaker, the obvious is this: They are trying to lock up control of power generation in western and northern Canada, period. Let's face it. When it comes to a utility, I assure you they like the northern environment when it comes to the operations of power utilities.

We have the power utility that is sometimes viewed as untouchable and often described as arm's length for the benefit and the instruction to Members of this House. The utility looks more autocratic, Mr. Speaker, than a public entity and it has more secrets than an illuminati; and I certainly would not be surprised if they have secret passwords and special handshakes. They, in the end, are answerable to no one; not to me, not to this

Legislature, not to the people. So I can see why ATCO would like to join this group. It must be a lot of fun. Mr. Speaker.

Now we have multi reviews going on with no mandate or terms of reference. We have all heard about the ATCO proposal. It has no terms of reference. This is an essential service, Mr. Speaker. If this government is going to give away our power, what is next, our water? We have ATCO representatives watching this proposal closely. We have governments, Executive Council members watching this, but where are the representatives for the people on this deal? There are none.

Mr. Speaker, NWT Power Corporation is looking at doing a value for money performance audit that was forced by this Legislature, but there is still no term of reference or schedule for that. What now? Again, the public interest seems to be overlooked.

Mr. Speaker, may I seek unanimous consent to conclude my statement? Thank you.

---Unanimous consent granted

**MR. HAWKINS:** Thank you, colleagues. Mr. Speaker, there is an electrical review that is supposed to go on, but again no terms of reference, no mandate. There is none. They will travel all through the North and meet a lot of great people. The press release reads, engage NWT residents of a territorial-wide discussion. That is exactly what they will get, a discussion on everything. Mr. Speaker, it is going to take the direction of the JRP hearings. It is going to run for as long as people can talk.

Mr. Speaker, I challenge the Premier to table terms of reference and show us how the mandates of all of these reviews are going to work together. Mr. Speaker, I say that if we really want to give away our power utilities, Mr. Speaker, I would challenge the Premier to talk to our northern development groups to work together and make sure this essential asset is northern based and northern owned. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. Hawkins. The honourable Member for Great Slave, Mr. Abernethy.

#### MEMBER'S STATEMENT ON SPORT NORTH FEDERATION

**MR. ABERNETHY:** Thank you, Mr. Speaker. Since 1976, the Sport North Federation has been actively promoting the development of amateur sport in the Northwest Territories. Their vision is to become the recognized leader in sport development and ensure that opportunities in sports are accessible to all residents in the Northwest Territories. Today's Sport North is a federation of 27 territorial sports organizations. Its three partner organizations, the Aboriginal Sport Circle of the Western Arctic, NWT Recreation and Parks and Special Olympics NWT

are recognized leaders in the promotion of sports and active living.

Sport North administers the NWT branch of KidSport, a national organization designed to assist youth under 18 reach their athletic potential by supplementing registration and equipment fees when their participation in sport would otherwise be limited by financial barriers. KidSport helps ensure that all children have equal opportunity to enjoy sports and develop skills in their chosen activity.

Sport North Federation is directed by its members, but its policies and programs such as KidSport are administered by volunteers. Mr. Speaker, I'd like to take this opportunity to applaud the large number of volunteers in the NWT athletic community for their dedication and hard work. Their hard work and commitment is what makes the difference in many Northerners' lives. Through grants and scholarships, Sport North supports northern athletes who demonstrate potential at national and international levels. Its Rising Star program provides funding for youth 14 and under to attend training camps and programs to enhance their regular training. The careers of athletes such as Fort Smith's Sara Daitch and Mike Argue from the Great Slave riding benefit from Sport North grant programs for elite and high-performance athletes. Sport North is committed to the success of our athletes at Canada Games, providing special assistance to athletes and coaches through its Excel Northwest Territories program. The federation also provides opportunities for coach development.

Sport North is a strong supporter of school athletics including the ever popular Super Soccer Tournament in Yellowknife. Participation in this event has increased to the point that this year it will be held over two weekends instead of one.

Mr. Speaker, the Sport North Federation is realizing its vision as we see the NWT athletes on the national sports scene and as sports programs across the Northwest Territories foster healthy lifestyles among our people. Sport North's wide range of programs benefit not only the elite few but offers opportunities for everyone to play. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. Abernethy. Item 4, returns to oral questions. The honourable Minister of Finance, Mr. Miltenberger.

#### Returns to Oral Questions

RETURN TO QUESTION 189-16(3):  
MEETING TO DISCUSS NGO FUNDING POLICY

**HON. MICHAEL MILTENBERGER:** Mr. Speaker, I have a return to written question asked by Mr. Abernethy on February 20, 2009, regarding a meeting to discuss the NGO funding policy. The

Department of Municipal and Communities Affairs and the Financial Management Board Secretariat have developed a resource booklet titled Program Guide for Managers: Funding for Non-Government Organizations. The need for this booklet was driven by the valuable work done by Volunteer NWT's Finance Action Group. Their report both highlighted the need to ensure NGOs had clear and thorough information about current GNWT funding policies and flagged some areas where NGOs would like to see changes.

As a next step, as part of the upcoming Volunteer Summit, the FMBS will be hosting a focus group on March 7, 2009, to consult with NGO representatives on the booklet and other issues with GNWT funding policies prior to finalizing it for public release. The list of potential participants and selection criteria has been distributed to Members for their review and suggestions. For the focus group we are expecting approximately 25 participants which represent a good cross-section of the NGO sector from each region of the NWT. I will distribute the final list of NGOs participating in the focus group by March 5, 2009. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. Miltenberger. Item 5, recognition of visitors in the gallery. Item 6, acknowledgements. Item 7, oral questions. The honourable Member for Hay River South, Mrs. Groenewegen.

### Oral Questions

#### QUESTION 220-16(3): REVIEWS OF POWER RATES AND POWER CORPORATION OPERATIONS

**MRS. GROENEWEGEN:** Thank you, Mr. Speaker. As I said in my Member's statement, I think the public might be getting a little bit confused about all the reviews and studies and analyses we're undertaking as a government in respect to energy. We all know we have a problem. The problem is that people are finding it difficult to cope with the amount that they have to pay for energy in our communities. That, in a nutshell, is the problem. How are we as a government going to respond to that? Well, I think that all of these reviews, particularly the review of NTPC, might go some ways to figuring out if there's some way that we can deliver energy in a more cost-efficient manner.

Mr. Speaker, the production, distribution and sale of energy is a very complicated business, but we have to take a very coordinated and cost-effective approach to reviewing this. I'm finding that we at least need these studies to happen in a certain order otherwise it just gets redundant and a little bit ridiculous. I'd like to ask the Premier, does he agree that there should be some order to these reviews taking place or does he think they should just all happen concurrently? Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mrs. Groenewegen. The honourable Premier, Mr. Roland.

**HON. FLOYD ROLAND:** Thank you, Mr. Speaker. As I met with committee and informed them of the process that we're undergoing with the ATCO proposal the fact that we have these reviews that are out there, one through the Ministerial Energy Coordinating Committee that was launched, as the Member pointed out, in December through Minister Bob McLeod. The one that reacts to the emotion of this Assembly and that is the NTPC review and the review of the ATCO proposal, they will all take...They'll be in step in the sense we're going to do the initial review on the rates regulation subsidy and structure. It is due to report back in June. Following that, the report back on the NTPC review will come through the summer. Following that, we're anticipating to have results back from our first phase review on the ATCO proposal by the fall. Thank you.

**MRS. GROENEWEGEN:** Mr. Speaker, if the review of NTPC were to indicate that there is a more cost-effective and a better, more efficient way of having the Power Corporation operate which would have a positive impact on the rates that people pay in the communities, would that not necessarily impact whether or not we would actually want to entertain the ATCO proposal? I don't really know all the reasons for entertaining the ATCO proposal, but it seems that the information from one review will have an effect on the necessity of the next one, so I would think it would be wise not to have all of these running concurrently. They cost a lot of money. What is the cost? What's the price tag on these three undertakings? Thank you, Mr. Speaker.

**HON. FLOYD ROLAND:** Mr. Speaker, we're doing the work internally on all the pieces that need to be done. Minister Bob McLeod could reference the energy rates regulation subsidy review that's going on, the estimates there. The Power Corporation review is something we're doing internally. The ATCO proposal right now is at phase one. Until we decide to get to the next step, we will have to look at how much more in depth that will be. Right now we're using funding from within existing resources. I think, Mr. Speaker, we have to look at, yes, these pieces all will fit a puzzle but we have to ask ourselves when we talk about the constituents and what they're feeling, as the Member pointed out, their wanting to deal with the cost of living today. We have to look at what we can do in the future that will impact the cost of living in the Territories. We not only have to look at the brutal facts, or the facts that we have today, but we have to look at the possibilities of what can be, Mr. Speaker. And some of this work is putting that together, the possibilities that we can provide cheaper, cleaner energy to the constituents of the North. Thank you.

**MRS. GROENEWEGEN:** Mr. Speaker, in fact, the people of the Northwest Territories have very little ability, except through conservation, to affect the rates that they are going to pay. I'm not really sure what the going and listening to people in all the communities...We know what they're going to say. They're going to say that the cost of energy in their community is too high and it's our job as a government to figure out a way that we can offset that.

Maybe we need to look at our Territorial Power Subsidy Program. Maybe we need to look at energy conservation measures. But to have all of these reviews running concurrently, and a lot of the work that they're proposing to do in the terms of reference has already been done. In the review to consider electricity rates have there not been previous reports done that have extensively canvassed that particular topic and are available to us without going back out and reinventing this?

**HON. FLOYD ROLAND:** The work that needs to be done in a number of areas, we have heard from the constituents and from this Assembly who said things have to be done. The status quo wasn't good enough anymore, so the Ministerial Energy Coordinating Committee looked at the broad structure of rates and how they're applied. So for example, yes, past Assemblies have talked about one-rate zones. Should we talk about a conservation zone or rate that would be applied equally across the Territory? How would that be taken by the people of the North? Should we in fact, as this government is looking at through this budget exercise, put in \$60 million to look at alternative energies which would stabilize rates and maybe even affect some lower rates in our communities? The bigger piece then goes to the Power Corporation itself, which is, is it operating the most efficiently and effectively? How can it be done better? Is that structure the right structure? That's the work that has to be done internally on that piece.

As the Member had pointed out, if we are looking at automobiles and we want to sell that automobile or if we want to keep it longer, first thing we have to do is get it in the shop and do an estimate of what needs to be repaired, how should it be fixed, should we tune it up, does it need new tires. There are those questions we need to ask ourselves and then we get to the point of how much money do I have in my pocket. Can I replace one or four tires? Should I do a tune-up at the same time to replace the spark plugs? That's the work we're doing right now.

**MR. SPEAKER:** Thank you, Mr. Roland. Final supplementary, Mrs. Groenewegen.

**MRS. GROENEWEGEN:** Thank you, Mr. Speaker. The analogy that the Premier goes on about extensively is a good analogy. That's why I think there should be a sequence and order to these

reviews. If the NTPC is a delivery vehicle for power to people in the Northwest Territories, let's review that first before we put the ad in the bargain finder and start trying to figure out how much we're going to sell the Power Corporation for.

**HON. FLOYD ROLAND:** There comes a point when we look at all things, and I'll go back to my history as working in a shop. When we have a vehicle that's been with us for quite some time and the maintenance side starts to catch up and we have to do some major replacements, and we're trying to look to the future as to will this vehicle carry us where we need to go, we do need to do some repair on that piece. Before we make that final decision, can I hang onto this for another 10 years, five years, or should I polish this thing up and put it up for sale? That's a decision we have yet to get to. There is an order and sequence, as I stated. The rates regulation piece will be looked at and reported back in June. The NTPC review will come back in the summer. And we'll come back with our first phase review of the proposal that was put on our table. At that point we'll have a decision of should we move to the next phase and how much effort will we put into it. If we're going to move to that next phase, then we will have to come forward with a budget to this Assembly about taking a very serious look at our options.

**MR. SPEAKER:** Thank you, Mr. Roland. The honourable Member for Yellowknife Centre, Mr. Hawkins.

QUESTION 221-16(3):  
REVIEWS OF POWER RATES AND  
POWER CORPORATION OPERATIONS

**MR. HAWKINS:** Thank you, Mr. Speaker. I, too, have questions regarding the Power Corporation. I'll point out that the Premier quite lively created an analogy of a car. I'll tell you, the problem with this car is it's full of Bondo and it's because the driver has driven it into the ground. It's the driver that's the problem. The fact is, there is no direction on this.

I'd like to hear from the Premier where the terms of reference are on these reviews and how they plug into each other. Because they seem to just go haphazardly into it and will converge eventually, and don't worry, we'll figure it out. Well, will the Premier explain how they work together and will he also offer to table those terms of reference in this House?

**MR. SPEAKER:** Thank you, Mr. Hawkins. The honourable Premier, Mr. Roland.

**HON. FLOYD ROLAND:** Thank you, Mr. Speaker. I have, quite a number of times when we present ideas and information, met with Members sometimes in committees to try to give information on where we can go. I'm not sure where the Member is at different times, but he's aware that we

have talked about some of these things. We have laid out some of our processes and I have committed to come back to Members at the next stage. We have frameworks in place and we're working on those final terms of reference. I committed to get back to committee with those pieces. The Member is aware of them. This talking about Bondo and so on and so forth, well, you can play on words, but the simple fact is here is an opportunity for the big picture. Whether it's this government or the next government, people are calling for cheaper energy to be supplied. So we have to put the pieces in place. We have to plant the seed. We have to do the work so the right decisions can be made. This work is laying that foundation of what can come next and the possibilities of what can come next.

**MR. HAWKINS:** I finally understand it. We have Stevie Wonder over there driving the car. That's why it's so banged up. No one knows where they're going. So I only mean it as someone blind is driving this car in the context of the analogy. The fact is, nobody knows where these plug in and are hoping like heck they are not going to be the solution. Would the Premier put a halt to this, come up with a terms of mandate and show where this plan is going, where this car is going, for better power, better solutions in northern hands?

**HON. FLOYD ROLAND:** If I could sing I might try to do something here. The simple fact is I don't know what car the Member has jumped in. He's obviously heading down the wrong road.

We have an opportunity through this work to set the course for ourselves and the future generations of the Northwest Territories. We talk about cleaner energy, cheaper energy, and the abundance in the Northwest Territories. We have a huge abundance in the Northwest Territories that can offer cheaper, cleaner energy. How do we get there? The work that is laid out here will help us get there. I believe that and I want to make sure that we investigate all opportunities, because the existing situation that we have today, if we continue to work around that existing framework, I can guarantee you an outcome and it won't be much different from where we are today.

**MR. HAWKINS:** See, the Premier just doesn't get it. The fact is, we have all been here for years and have been saying the power rates are too high. I'm not sure where he's been. Maybe he's going down the wrong road. The fact is, we've been saying the organization is the problem. Everything's the problem. I'm not sure what information you're going to get that we haven't been saying here for years. We have honourable Members who have been struggling for years, including yourself when you were on this side of the House, to raise these issues. So if you're going to create a discussion just to talk, I don't see any use of it.

If your intent is to parcel off the NWT Power Corporation what work has been considered in the context of making it northern owned by approaching maybe the, an example like the APG? Approaching our northern development groups to say, look, if we want it northern owned, northern controlled, let's work with Northerners to do this, rather than giving it to some multinational who's out for the long run for themselves.

**HON. FLOYD ROLAND:** Even the Member said he's not sure, so I think this work will help us to be sure of the next steps we need to take. In fact, if the Member went through Hansard he would know in some responses I've made already around the Power Corporation if there's been other proposals. When I met with the regional aboriginal leaders I said, here's an opportunity. If you want to put in a proposal we're open to looking at that. The opportunity is there and we're trying to create that environment so that we do have the best opportunity before us of supplying clean energy, cheap energy, and it makes living affordable in the Northwest Territories. Where we're going, the work we're doing, is all in place. If we're going to stop because of some issues of misunderstanding or jumping in the wrong vehicle or facing the wrong direction on the horse, we'll help set him straight.

**MR. SPEAKER:** Thank you, Mr. Roland. Final, short supplementary, Mr. Hawkins.

**MR. HAWKINS:** Thank you, Mr. Speaker. If the work is done and the work is in place and the work is in gear, whatever analogy the Premier wants to use, then would the Premier table the terms of reference and the mandate of all these three entities and show how they converge for long-term better power to all Northerners?

**HON. FLOYD ROLAND:** As I committed to Members when I met with them last, as we develop those and get closer to them I'll sit down with Members and go through that with them and show them where that work is.

**MR. SPEAKER:** Thank you, Mr. Roland. The honourable Member for Tu Nedhe, Mr. Beaulieu.

#### QUESTION 222-16(3):

#### PUBLIC INFORMATION ON HOMEOWNERSHIP PROGRAM APPLICATION FORMS

**MR. BEAULIEU:** Thank you, Mr. Speaker. Today I would like to ask some questions to the Minister responsible for the NWT Housing Corporation. This time of the year the NWT Housing Corporation has application deadlines for homeownership programs. Depending on which community, these deadlines may vary. In many cases residents are not fully aware of the deadlines. My question is in regard to a communication strategy. Can the Minister tell this House if the Housing Corporation has a

communications strategy for its homeownership program in the application phase?

**MR. SPEAKER:** Thank you, Mr. Beaulieu. The honourable Minister responsible for the NWT Housing Corporation, Mr. Michael McLeod.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Speaker. Communication of our programs is indeed an area that we have been trying to focus on in the last few months. We've really been working towards trying to set up a system where the people in the communities would be more aware of what our deadlines are, what's really in our new Housing Choices programs. Currently we have embarked on informing the Members that the deadline is soon approaching, if not already in most communities, to put in their applications for the different programs. This has also been put in the newspapers so that the general public is aware. We plan to enhance that strategy come April 1<sup>st</sup>. We are currently working on a new system so that we'll have our regional staff in the communities talking more about specific program information. I was made aware many times that the housing information is not getting to all the communities, so we are trying to step it up a bit and will be launching an intense program April 1<sup>st</sup>.

**MR. BEAULIEU:** Many of my constituents speak aboriginal languages and aboriginal languages are their first language. They're not familiar with some of the legal and technical terminology, even things like inspections, applications, leases. My question is, can the Minister tell me what extra efforts, if any, the NWT Housing Corporation staff do to address that very important component of the client relations?

**HON. MICHAEL MCLEOD:** This is a very important part of our being able to communicate with the clients and the people that come forward to apply for our programs. We certainly make notices given that if there is a requirement for an interpreter, we can certainly facilitate that. We try to ensure that our technical people at the community level and regional level are able to communicate and be able to provide information. We have new programs that can walk people through the different steps available through the budgeting process, through the banking, through the credit systems, all the different components that involve house purchases. And also to be able to live in our home rental houses.

**MR. BEAULIEU:** Maybe that's supported lease. I think an orientation program is very important when clients are signing documents. I know of a case recently where an elder did not sign documents and at the end of the day that person was one signature away from the family owning a house because the elder passed away without signing the document. However, my question for the Minister is when signing documents -- this is now just if the

individuals get approval -- is there a guarantee that the individuals understand? Is there any way that the corporation guarantees that individuals understand what they're signing?

**HON. MICHAEL MCLEOD:** We make every effort to ensure that the client is fully aware of the agreements that they are signing and any kind of arrangements that are done through the Housing Corporation. In terms of how do we guarantee that the elders understand or people understand is a difficult question to answer. The response, I guess, is we do ask the client if they do understand. If there are areas that they are struggling with in terms of comprehension of what it means, then we certainly take the time and effort to make sure it's explained to them. We really, in the last while, incorporated programs that would explain every aspect of an agreement to our clients and we try to ensure they understand it fully before they make any further arrangements.

**MR. SPEAKER:** Thank you, Mr. McLeod. Final supplementary, Mr. Beaulieu.

**MR. BEAULIEU:** Thank you, Mr. Speaker. In the Tu Nedhe communities, the need, the core need -- just going from memory here -- but probably 40 to 50 percent. In Tu Nedhe there are 300 households. So we're talking about 120 households split between two regional offices: North Slave for Lutselk'e and South Slave for Hay River. My question is, can the Minister tell me if the program staff is able to go door to door for everybody in need in Tu Nedhe during the application phase?

**HON. MICHAEL MCLEOD:** I believe the question is if we have our staff go door to door to see if they've all applied. No, we don't do that.

**MR. SPEAKER:** Thank you, Mr. McLeod. The honourable Member for Sahtu, Mr. Yakeleya.

QUESTION 223-16(3):  
ELDERS' PARTICIPATION IN SCHOOL-BASED  
LANGUAGE PROGRAMS

**MR. YAKELEYA:** Thank you, Mr. Speaker. In my Member's statement I talked about the importance of language and learning the importance of the first language. I want to ask the Minister of Education, in terms of the language programs in the Northwest Territories, if there are plans underway to bridge the gap with language between the home and the school in terms of introducing a strong elders program into the schools where language can be taught with our teachers and the elders involved.

**MR. SPEAKER:** Thank you, Mr. Yakeleya. The honourable Minister responsible for Education, Culture and Employment, Mr. Lafferty.

**HON. JACKSON LAFFERTY:** Mahsi, Mr. Speaker. Certainly they are, for a number of years now, developing programs that meet the needs of the communities, whether it be the language, the

programming, the cultural on-the-land program, taking students out on the land, and just immersion programs into the schools. Not only that, but we are developing some strategies to deal with our languages and eliminating the educational gaps within our schools in the Northwest Territories. So there are those two strategies in place. We've also just developed a strategy on literacy, 2008-2018, that deals specifically with the low literacy skills at the community level. We are in the process of developing those strategies pertaining to language and the educational gaps.

**MR. YAKELEYA:** Recently the Minister indicated through his ministerial statement regarding the graduating rates in the Northwest Territories and the gaps between aboriginal and non-aboriginal people. In terms of our languages taught in our schools, can the Minister indicate to me if there is any type of commitment that would strengthen the aboriginal languages in our communities so that we will see this gap closed in terms of having our students graduate with a comfortable level of their first language?

**HON. JACKSON LAFFERTY:** Certainly we've heard from visitors in the communities in the regions and coming from the Dene Nation meeting just last week. We've heard over and over the importance of preserving and revitalizing our language and enhancing our language. That is certainly one of the prime focuses of our Department of Education and this government. We will certainly do what we can to deal with those strategies. That's the key message that we're receiving from the communities. It is our priority to promote that even more into the communities and schools. We've certainly talked about using the elders. We have used the elders in the past and will continue to do so. Because this is Aboriginal Languages Month, that is one of the key priorities.

**MR. YAKELEYA:** In terms of the languages in our small schools, can the Minister advise me if there is any type of strategy within the next couple of months on how we start bridging the gap with our elders in our schools? I know there's some discussion, but the elders are the ones who are the keepers of our language. Can the Minister let this House know what type of strategy he can bring forward within the next couple months on how to start implementing the elders into our schools?

**HON. JACKSON LAFFERTY:** Certainly those areas will be captured in the renewing of our Aboriginal Languages Strategy. We will be consulting with the aboriginal stakeholders, the leaders, the parents, the community organizations. Those are the experts at the community level. The 33 communities that we serve we certainly like to hear their input on the challenges. What are the gaps? What are the root causes of the challenges we're faced with today? We like to hear them out,

because we certainly don't have, as a department, all the answers. So we're reaching out to the communities to say give us solutions to work from within our department. Certainly that will involve the elders. Members have been persistently involving the elders through the transition and we will continue to do so, to utilize their expertise. We have the published textbook of the late George Blondin and Philip Zoe from Gameti. Those are the publications that we use as resource tools in the schools.

**MR. SPEAKER:** Thank you, Mr. Lafferty. Final supplementary, Mr. Yakeleya.

**MR. YAKELEYA:** Thank you, Mr. Speaker. I'll ask the Minister in terms of the importance of language in our schools and putting some dedicated dollars towards the language programs and having the elders involved. Can I ask the Minister about his strategy for bringing the elders in? Because right now if you bring the elders into the schools there are some complications in terms of their salary, because they would be penalized by the federal government or our own for having additional dollars. That's where there are some major issues. Can the Minister indicate to me if there is any type of strategy within the next couple of months on how to get the elders without penalizing them when we bring them into our school system?

**HON. JACKSON LAFFERTY:** Clearly this has been a challenge for us within the school system. We're trying to tackle that issue. I think out of this strategy certainly that will be one of the key topics of discussion on a going-forward basis. How can we get around hiring elders in the schools without penalizing their pension? Those are the areas. The Member also gave us some ideas on how to get around the system. We're clearly looking for solutions from the communities on getting around the system. Certainly that will be one of the primary discussions that we'll be having, so there are no impacts on the elders and seniors in the schools, because we need to utilize their services. They are the experts in the traditional way of life.

**MR. SPEAKER:** Thank you, Mr. Lafferty. The honourable Member for Mackenzie Delta, Mr. Krutko.

#### QUESTION 224-16(3):

#### TSIIGHTCHIC ELDER'S HOUSING CONCERNS ARISING FROM SPRING FLOODING

**MR. KRUTKO:** Thank you, Mr. Speaker. My question is for either the Minister of Transportation or Housing, whichever Minister wants to take it. I've raised this issue before in the House. It's about an elderly gentleman in Tsiightchic, Mr. George Niditchie, who is 73 years old and just got out of the hospital not that long ago from frostbite, suffered as a result of the problem he's facing with flooding around his home. His home is across the river from

Tsiigehtchic. The problem arises due to overflow coming along the Dempster Highway and down towards his place. I noticed that the overflow is now running over the Dempster Highway. They are now up there with equipment trying to dredge the thing using backhoes and whatnot to get the overflow to flow down the hill. The impact of this decision to reroute the overflow is directly affecting Mr. Niditchie's home, which was built in 2009 through the Log Home Initiative by this government. It was built with the Housing Corporation's assistance through this program.

I'd like to ask the Minister if he has an update on what exactly is being done to remedy the situation and also try to find a way around this problem so that Mr. Niditchie does not have to deal with this again this year. I brought this forward in the House last year and it has still not been resolved.

**MR. SPEAKER:** Thank you, Mr. Krutko. The honourable Minister responsible for Transportation, Mr. Michael McLeod.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Speaker. The Member has raised this issue with me on several occasions. It is certainly a concern. We have a senior who has had a lot of problems with the runoff of water from one of the lakes in the area. We've directed our staff to look at the possible remedies and I have not heard back. My staff have been working through the Housing Corporation and the Department of Transportation to see what the options are and in what ways we can assist this senior. I have not heard back formally as of yet.

**MR. KRUTKO:** In my discussions with Mr. Niditchie and his family, the ideal solution they would like is to move him and relocate him to the opposite side of the highway, up the hill a bit so it's off of where this problem is and thereby remedying the problem. The problem is only on one side of the highway. I'd just like to ask the Minister if he would seriously consider looking at that possible option.

**HON. MICHAEL MCLEOD:** Yes, it is one of the options we're looking at. We also looked at the possibility of looking at a better drainage system or redirecting it and changing some of the culverts so the water would run through. It would be fairly expensive. It looks like, at this point, the easiest solution would be to be able to relocate the building. There are some land issues we need to sort out, but it's a real possibility that this is the avenue we will go.

**MR. KRUTKO:** I'd like to ask the Minister if it's possible for his staff either in Transportation or Housing to move on this matter as quickly as possible. I think with the warm weather coming, the problem is going to get worse and I think it's already bad enough as it is right now. The elderly gentleman did freeze his foot. He has been unable to walk for the last two months. He's housebound

because of the frostbite to his feet because of the overflows. I'd like to ask the Minister if he can also keep myself and Mr. Niditchie in tune on exactly where we're going with this and try to move on it as quickly as he can.

**HON. MICHAEL MCLEOD:** We certainly can commit to doing that. We also had other discussions with the senior involved, including the possibility of looking at temporary accommodations in a public unit. It sounds, by the Member's comments, that this was not accepted, so I will commit to having some feedback for the Member as soon as I can get an update from my own staff and provide that to the Member.

**MR. SPEAKER:** Thank you, Mr. McLeod. Final supplementary, Mr. Krutko.

**MR. KRUTKO:** Thank you, Mr. Speaker. I'd also like for the Minister to keep the chief of Tsiigehtchic involved and, more importantly, the Gwich'in Tribal Council. This issue has come up in the Gwich'in Assembly. The area that is being flooded is on Gwich'in land. So this issue is an issue that came out and there could be legal issues around it. I'd like to ask the Minister if he can also keep the political organizations involved in where we're going with this.

**HON. MICHAEL MCLEOD:** We'll respond to all the different organizations that have contacted us over the last while regarding this issue and keep them informed as we move forward.

**MR. SPEAKER:** Thank you, Mr. McLeod. The honourable Member for Nunakput, Mr. Jacobson.

QUESTION 225-16(3):  
SHORTAGE OF FRONT-LINE SOCIAL SERVICE  
WORKERS IN NUNAKPUT COMMUNITIES

**MR. JACOBSON:** Thank you, Mr. Speaker. Today I'd like to direct my Member's statement to the Minister of Health and Social Services. I'd like to know how much of the flow-through money that is specifically earmarked for social workers and counsellors for the smaller remote communities stops in the regional centres, especially here in Yellowknife. I'm asking if the Minister would be able to provide our riding with such information.

**MR. SPEAKER:** Thank you, Mr. Jacobson. The honourable Minister responsible for Health and Social Services, Ms. Lee.

**HON. SANDY LEE:** Thank you, Mr. Speaker. I'd be happy to make a commitment to get back to the Member on that. We spent about \$8 million on mental health and addictions area. But I'll have to talk to him more about exactly what programs and services he means for what communities. I understand we have a breakdown between the authorities, but I understand that he would like information on how much money flows through to



small communities. I could work with the Member to get him the information he needs. Thank you.

**MR. JACOBSON:** Just off my Member's statement for Sachs, Paulatuk and Ulukhaktok in my riding, Mr. Speaker, given the many communities that share social workers or counsellors within our small communities or regional centre, will the government re-evaluate their staff, their role in the delivery of the structure in the regional centres so they have more time and resources to assist small and remote communities as intended? Thank you, Mr. Speaker.

**HON. SANDY LEE:** Yes, Mr. Speaker. Absolutely. In fact, I am in the process of doing that right now. The Member and I were able to visit Paulatuk and Sachs Harbour. It was a huge issue in Paulatuk where the residents came out and told us about their needs specifically. Since then, the CEO of Beaufort-Delta Health Authority has travelled there. We are putting a proposal together to see how we could address the immediate needs and specific needs of Paulatuk. I am also aware that, in general, there is a huge vacancy rate among the social worker staffing for Beaufort-Delta. I have asked our director in the department to travel there to get me more information about what is going on. This is very much part of our work right now. Thank you.

**MR. JACOBSON:** Thank you, Ms. Minister. Mr. Speaker, will the government consider increasing the resources for social workers, counsellors in small remote communities in the next round of budget discussions? Thank you, Mr. Speaker.

**HON. SANDY LEE:** Yes, we will have to ask for that in the budget process, but very much the Minister's action plan or department's action plan for next year coming forward, I had the opportunity to make a presentation to the Standing Committee on Social Programs on Friday. We are looking at each community to see what the needs are and how we are meeting the needs and some innovative ideas to do that. I am sure it will be a very much detailed discussion as we move forward. Thank you.

**MR. SPEAKER:** Thank you, Ms. Lee. Final supplementary, Mr. Jacobson.

**MR. JACOBSON:** Thank you, Mr. Speaker. I would like to remind the Minister in regards to our constituency tour we had together and how important it is for this position to get filled in all the communities. No more lip service. Let's get it done. Thank you.

**MR. SPEAKER:** Thank you, Mr. Jacobson. I don't know if I heard a question there. Ms. Lee, I will allow you to respond.

**HON. SANDY LEE:** Thank you, Mr. Speaker. I thought I was quite specific on my action plan. I don't know what "lip service" means. Mr. Speaker, I am aware that Beaufort-Delta especially and their social services system has more vacancies and

more turnover rates and the community would like to have more services in their communities. I am working on that right now. I hope to give him a specific proposal. Thank you.

**MR. SPEAKER:** Thank you, Ms. Lee. The honourable Member for Weledeh, Mr. Bromley.

QUESTION 226-16(3):  
ADOPTION OF CALIFORNIA VEHICLE  
EMISSION STANDARDS

**MR. BROMLEY:** Thank you, Mr. Speaker. Recognizing that fuel emissions are a primary source of greenhouse gases and climate change is a problem for us, and recognizing that there is little significant effort right now to reduce greenhouse gas emissions from transportation, will the Minister of Transportation commit to adopting California fuel emission standards for the Northwest Territories? Thank you.

**MR. SPEAKER:** Thank you, Mr. Bromley. The honourable Minister of Transportation, Mr. Michael McLeod.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Speaker. This is not an area that we have really developed in the last while. It isn't really an area that the Government of Canada has done any work on. It is something that we certainly can take a look at, but, Mr. Speaker, we would need the assistance of the federal government to set a national standard. We certainly can engage in some discussion. Other than that, I would say it would be very challenging for us. Thank you.

**MR. BROMLEY:** Thanks, Minister, for those comments. This is a challenging request. It does not require federal participation. Federal participation would be great but, of course, three jurisdictions already have adopted it in Canada including B.C., one of our neighbours. We could certainly draw on them for experience here. I recognize that this Minister is well aware of climate change and working on it in other ways. I look forward to that meeting and the challenge that he has granted.

Moving further, we seem to be going clearly in the way of electric vehicles. We have passed a mutual unanimous motion on the development of the Mackenzie Highway and so on. The Minister stated the other day we are 7 percent annually increasing in transportation. We need to reduce our emissions. I wonder if the Minister could commit to figuring out how we could power electric vehicles or electric plug-ins up and down the Mackenzie Highway. The Minister is well aware this takes some time. Will he commit to begin assessing how we can do that? Thank you, Mr. Speaker.

**HON. MICHAEL MCLEOD:** Mr. Speaker, that will be certainly a huge undertaking for us to accommodate the supply of power for electric

vehicles. It is not an area for which we have done any type of research. I am not sure the department has that kind of capability at this point. I would be glad to undertake to work with the Energy Coordinating Committee to discuss this possibility. I would be pleased to provide a response to the Member. Thank you.

**MR. BROMLEY:** Again, these are challenging issues, but I think we are finding already the world is moving on very quickly. I think this government has also stated fairly plainly that it is going to be progressive on this issue. I don't think it is actually as big a challenge once we start looking into it. We need some small hydro sources along the Mackenzie Highway that would probably reduce the cost of power as well. If so, once again, will the Minister look into what that is? I would be pleased to offer him my comments on that. Will he have his department and perhaps others look into that possibility? Thank you.

**HON. MICHAEL MCLEOD:** Mr. Speaker, the Member is aware that this government has taken the approach to coordinate our efforts in energy conservation and projects of that nature through one committee. We in the Department of Transportation do not have additional resources to do the exploration or the research and review the options. I certainly can forward the request to the Energy Coordinating Committee to consider this and have them reply to the Member. Thank you.

**MR. SPEAKER:** Thank you, Mr. McLeod. Final, short supplementary, Mr. Bromley.

**MR. BROMLEY:** Thank you, Mr. Speaker. I am well aware of those committees and opportunities out there. Of course, I am working on those as well. I welcome the Minister's comments on this. Given that transportation is a big source of our emissions, we obviously need to reduce them. What other things is the Minister doing to reduce greenhouse gas emissions from vehicular traffic in the Northwest Territories? Thank you.

**HON. MICHAEL MCLEOD:** Mr. Speaker, we have in the last while worked with a number of initiatives to reduce greenhouse gas emissions in the North. We have looked at our ferries and the engines and the types of engines that we use to power our ferries and work towards putting more energy-efficient motors in these boats. We are also looking at having a better energy management coordination throughout our department for our vehicles. We have looked at installing, and have installed, heaters in our vehicles so we could reduce the idling time with our larger trucks and heavy equipment. So there are a number of things. We can certainly compile the list for the Member if he is very interested in it. Thank you.

**MR. SPEAKER:** Thank you, Mr. McLeod. The honourable Member for Frame Lake, Ms. Bisaro.

QUESTION 227-16(3):  
EQUITY POSITIONS IN LARGE-SCALE  
RESOURCE DEVELOPMENTS

**MS. BISARO:** Thank you, Mr. Speaker. My questions today are addressed to the Minister of Finance. I spoke in my Member's statement about the need for this government to look at an equity position in large infrastructure projects. Like my colleague, Mr. Ramsay, I feel that this is an area where the government has been missing the boat, so to speak. I would like to ask the Minister of Finance whether or not he or the Cabinet has had discussions regarding taking an investment or an equity position in large infrastructure projects in the NWT. If yes, what is the nature of those discussions please? If not, why not? Thank you.

**MR. SPEAKER:** Thank you, Ms. Bisaro. The honourable Minister of Finance, Mr. Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Speaker. We haven't had any discussions about taking an equity position in any major projects mainly because of fiscal constraints we experience as a government trying to look at the needs to run programs, looking at our revenues, looking at our expenditures and try to keep things affordable with our relatively modest borrowing limit that is already almost half subscribed to. Thank you.

**MS. BISARO:** I don't know if the Minister intended to segue right into my next question, but he did. There may be financial constraints but we certainly make an awful lot of contributions to any number of groups in the NWT, one of which is the Aboriginal Pipeline Group. I would like to know from the Minister whether or not there is a policy that exists that guides the GNWT when they make contributions to organizations such as the APG, to organizations who are involved in a resource development. Thank you.

**HON. MICHAEL MILTENBERGER:** We have contribution agreements. We have the accounting criteria that are followed when we make contributions to other organizations that should be met. Accountability issues then are expected to be complied with so that we can account for the money that we do spend as a government. Thank you.

**MS. BISARO:** Thanks to the Minister for those comments. I think I have to take his answer as a no, that there is no policy. Agreements, yes, and the need for accountability and criteria that guides those agreements, absolutely I agree. But that doesn't tell me that it guides the government when they make these kinds of contributions. In my Member's statement, at the end of the statement, I requested that the Minister discuss the idea of an equity policy with Cabinet and/or his department and I would hope that he would bring a recommendation forward to Regular Members for

debate. I would like to ask the Minister if he is willing to do that. Thank you.

**HON. MICHAEL MILTENBERGER:** Am I willing to do that and will I do it are two different questions.

---Laughter

I will say yes to both of them. Thank you.

**MR. SPEAKER:** Thank you, Mr. Miltenberger. Final supplementary, Ms. Bisaro.

**MS. BISARO:** Thank you to the Minister for both being willing and hopefully he is able. There are a lot of pros and cons to developing a policy of this sort. I fully acknowledge that up front, but I think that we should have that discussion. It should be an in-depth discussion. When does he think he might bring something back, a draft policy, even just a draft discussion document to Regular Members for consideration? Thank you.

**HON. MICHAEL MILTENBERGER:** Mr. Speaker, we should be able to put pen to paper on this within a month. Thank you.

**MR. SPEAKER:** Thank you, Mr. Miltenberger. The honourable Member for Great Slave, Mr. Abernethy.

QUESTION 228-16(3):  
ATCO PROPOSAL TO MERGE WITH  
NWT POWER CORPORATION

**MR. ABERNETHY:** Thank you, Mr. Speaker. I just want to follow up on some questions from some of my colleagues on the different power reviews that are going on. I believe that there are some members of the public and members of the South who believe that a decision has already been made with respect to the sale of the Power Corporation to ATCO. I would like to ask the Premier, has Cabinet made a decision to sell the Power Corporation to ATCO? Thank you.

**MR. SPEAKER:** Thank you, Mr. Abernethy. The honourable Premier, Mr. Roland.

**HON. FLOYD ROLAND:** Thank you, Mr. Speaker. The ATCO proposal we have not made a final decision on that. That is why we are undertaking the review. Thank you.

**MR. SPEAKER:** Thank you, Mr. Roland. The honourable Member for Yellowknife Centre, Mr. Hawkins.

QUESTION 229-16(3):  
COST-EFFECTIVE MEDICAL TRAVEL  
ALTERNATIVES

**MR. HAWKINS:** Thank you, Mr. Speaker. I have a question for the Minister of Health and Social Services in regards to medical travel. Mr. Speaker, I have a constituent who has travelled to Edmonton regularly for medical travel reasons. They have been referred to see specialists, of course. The

question of them going on medical travel isn't the issue, but this time around they chose to rent a car because it was cheaper than spending the money on taxi fare. As I understand it, it worked to half the rate of the typical taxi fares. In this age of trying to find ways to do business just a little better and wiser, they have been told no by Inuvik, that, wow, you didn't get pre-approval. So even though it is cheaper and you save the government money, sorry, you can't do it and you have to absorb the cost. Would the Minister of Health and Social Services look into this example -- I will give her the name privately on the side -- to see if there is a way we can encourage this type of behaviour that, if we have proven costs and if constituents find it cheaper, they will do so? Thank you.

**MR. SPEAKER:** Thank you, Mr. Hawkins. The honourable Minister of Health and Social Services, Ms. Lee.

**HON. SANDY LEE:** Thank you, Mr. Speaker. I am not aware of this specific situation, but if the Member could give me the details, I will make the commitment to look into that. If the transportation costs are cheaper and we can prove this, I think we should look at a way to incorporate that into the policy. Thank you.

**MR. SPEAKER:** Thank you, Ms. Lee. The honourable Member for Hay River South, Mrs. Groenewegen.

QUESTION 230-16(3):  
ATCO PROPOSAL TO MERGE WITH  
NWT POWER CORPORATION

**MRS. GROENEWEGEN:** Thank you, Mr. Speaker. I have follow-up questions to my previous questions about the various reviews that are being undertaken with respect to power in the Northwest Territories. In follow-up to my colleague Mr. Hawkins' questions and his reference to secret handshakes and stuff like that, just because ATCO put an unsolicited proposal on the table, I don't think they should get beat up in this Assembly. They are a company, the founders of whom I know well and they are I think a very much to be respected and admired company from what they have been able to do in the private sector. I just want to clearly say that I don't have any issues with ATCO, the ownership or the people. That doesn't mean I want to sell them the Power Corporation.

Mr. Speaker, the Power Corporation proposal suggests a five-year freeze on rates. That is a very short window, really, in the scheme of things. Power is an essential service. The GNWT is the biggest customer of power in the Northwest Territories, so I ask the Premier, a five-year freeze on power, but then what input do we have in terms of power rate setting? Right now, we own the Power Corporation and it is not the best scenario right now. I'm sure if you go out on this little review

and ask, what do you think of the NWT Power Corporation, it won't be a very happy answer right now. People are unhappy. People are crabby about their power bills. Mr. Speaker, we are the biggest consumer of this essential service here as the Government of the Northwest Territories. Does the Premier agree that this is an essential service that the government should retain control of? Thank you.

**MR. SPEAKER:** Thank you, Mrs. Groenewegen. The honourable Premier, Mr. Roland.

**HON. FLOYD ROLAND:** Thank you, Mr. Speaker. Some of the comments the Member has made in this area leads to what may be in the future. Right now it is an essential service. That is treated as such. We end up dealing as the biggest user and the supplier of power in the North. We end up dealing on an annual basis with either rate riders or the increased cost of that. We have to look at those areas. I believe that, as the proposals have been sent in to us, it is of interest. That is why we have this initial phase of reviewing that and would decide at a future date if we should go in on that date I have given to Members earlier. Thank you.

**MRS. GROENEWEGEN:** To the review of the Power Corporation and its operations, essentially the Power Corporation gets audited every time they go to the PUB for general rate applications. So we just have been through a GRA; we have just been through a general rate application. I wasn't there. I don't know all the ins and outs of the kinds of costs that go into the rates that are set, the kind of return on investment. Were we there at the general rate application proceedings as the Government of the Northwest Territories observing those proceedings? Did we learn anything from that? Thank you.

**HON. FLOYD ROLAND:** I can't speak for the last general rate application, if we had people there and what role they were playing in taking in the information. The Power Corporation is our corporation. We are the sole shareholder. We've been aware of the information. The Member is right; through the PUB, it is a rigorous process that it goes through. We have also heard from Members of this House and people across the Territory when they have to deal with the bump of rates. Whether it is a rate rider or a fuel stabilization rate rider or low water rate rider or just a general rate application increase, we have heard from people of the North that something has to be done to looking at that. We have heard many times by Members of this House concerns about the operation of the Power Corporation. The review and the initiatives we're under will give us more clarity in the steps we will need to take in the future. Thank you.

**MRS. GROENEWEGEN:** Mr. Speaker, the PUB has already clearly stated in answers to the questions in the past with respect to the types of rate structures that are in place in the Northwest

Territories, that they are not in the business of social engineering when it comes to power rates; they are interested in the economic cost of producing power. If the Government of the Northwest Territories, through our policies as the shareholder in the Power Corporation, want to affect rates through our Territorial Support Subsidy Program, that's entirely up to us. We take the dividends in the Power Corporation, we finance the territorial support. We have a lot of capacity for doing things within our control already with respect to the rates in the smaller communities. Have we done enough? Are there other things that we could do to help offset the high costs, particularly in the diesel communities? Thank you.

**HON. FLOYD ROLAND:** Mr. Speaker, the high cost of energy, one, is predominantly felt in the diesel communities is correct; but as we've seen lately, communities served by hydro felt the bite as well. We've heard a number of stories about the concerns of the increase in those communities. We have to look at all our options and that's what the work that's undergoing now through the Ministerial Energy Coordinating Committee, the review of the Power Corporation and the review of the ATCO proposal is to see what options are realistically on the table and what that might mean for the future of the North. Thank you.

**MR. SPEAKER:** Thank you, Mr. Roland. Final, short supplementary, Mrs. Groenewegen.

**MRS. GROENEWEGEN:** The very thing that makes this a timely discussion is also something quite unprecedented. We've just gone through the highest price per barrel of crude oil in history and this necessarily affects production of energy in the Northwest Territories. Mr. Speaker, has the government looked at how the increases in the cost of energy here in the Northwest Territories compare with the kinds of increases that have been experienced by Canadians in other jurisdictions? Thank you.

**HON. FLOYD ROLAND:** Mr. Speaker, we do comparisons on the cost per kilowatt hour. It is very difficult, though, to find another jurisdiction like the Northwest Territories except, for example, Nunavut, and they're even more predominantly dependent on fossil fuels. We have a mix of hydro and diesel. The Yukon has even more hydro than we do. Comparisons to southern jurisdictions is very different because they have a much larger rate base and that's what also affects and drives our costs, but that shouldn't stop us from looking at the future possibilities of what we can do as a government to try and stabilize rates, lower rates and make affordable living a reality in our communities. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. Roland. The honourable Member for Sahtu, Mr. Yakeleya.

QUESTION 231-16(3):  
REVIEW OF POWER RATES AND POWER  
CORPORATION OPERATIONS

**MR. YAKELEYA:** Thank you, Mr. Speaker. I want to ask questions to the lead Minister on the Energy Coordinating Committee in terms of the review that's going to be taking place in the Northwest Territories on rates and electricity review. In terms of these types of consultations that are happening in the Northwest Territories, can the Minister inform the House here, in terms of this type of discussion, will it be open and transparent with all the information and no set predetermination as to the information that's going to be given to the people in those communities in terms of how they see the review of the electricity and the rates in the North here?

**MR. SPEAKER:** Thank you, Mr. Yakeleya. The honourable lead Minister for the Energy Coordinating Committee, Mr. Bob McLeod.

**HON. BOB MCLEOD:** Thank you, Mr. Speaker. As the Member knows, we've spent a considerable amount of time with the standing committees to ensure that we got the right questions out there and also we prepared a number of discussion papers. We've laid out a very ambitious communications strategy and it's our intention to go into a number of communities and make sure all of these meetings are well advertised and that we get as many people out as possible. We do have a committee panel that's been established and we will be counting on the panel to respond as to what they hear through their consultations. Thank you, Mr. Speaker.

**MR. YAKELEYA:** Mr. Speaker, the communities are at somewhat of a disadvantage because, and I'm not too sure if there are any resources available to them for research information in terms of the rates in terms of the suggestions they may come forward with. The panel may have all the research available to them, but do the communities have some type of a fund available to them to do their own research in terms of looking at some solutions that may be brought up through these consultations?

**HON. BOB MCLEOD:** We have very limited funds available for energy planning and we would be interested in hearing what concerns individuals have with regard to their energy costs. We will be expecting businesses that will be impacted to pay their own way when they participate. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. McLeod. The time for question period has expired; however, I will allow the Member a short supplementary question. Mr. Yakeleya.

**MR. YAKELEYA:** Thank you, Mr. Speaker. Then, would the lead Minister consider in terms of helping out with some of the communities in terms of their

research because, again, they are going to be at a disadvantage in terms of putting together some real solutions if they're just going to have a question and answer period in terms of the panel going through the communities. I ask if the Minister would look at his funds and see if there are some dollars available for the communities.

**HON. BOB MCLEOD:** The Member can be assured that we are working very closely with the NWT Association of Communities and we are funding the NWT Association of Communities so that all of the communities participate in a workshop that will be happening at the end of this month, March 30 and 31. As well, we are working very closely with the chambers of commerce and we will be talking about this review when they have the annual general meetings. All of the communities will be participating. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. McLeod. Final, short supplementary, Mr. Yakeleya.

**MR. YAKELEYA:** Thank you, Minister, in terms of the disadvantages, the way I look at it is that the energy panel really has a lot of money in terms of putting together facts and information. The communities would have very little money. Even the Minister has said that the business communities have to pay their way, so I see that they're disadvantaged in terms of how this process will be. However, again, I would ask if the Minister would continue to look for other avenues where the communities can be properly funded to have a meaningful consultation. Thank you.

**HON. BOB MCLEOD:** We are providing for the participation of non-tax-based communities in a workshop with the NWT Association of Communities and we will be paying for that. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. McLeod. Item 8, written questions. The honourable Member for Mackenzie Delta, Mr. Krutko.

**MR. KRUTKO:** Mr. Speaker, I seek unanimous consent to go back to item 7.

---Unanimous consent granted

**Oral Questions  
(Reversion)**

QUESTION 232-16(3):  
EQUITY POSITIONS IN LARGE-SCALE  
RESOURCE DEVELOPMENTS

**MR. KRUTKO:** Thank you, Mr. Speaker. Mr. Speaker, my question is directed to the Minister of Finance and his commitment that he's going to look at a possible equity share in the pipeline. Well, I, for one, do not support that initiative. I would like to ask the Minister of Finance...If you're going to look into anything, you should look at the hundreds and tens

of millions of dollars we've put into the diamond industry and really got nothing back. I'd like to ask the Minister, before you decide to look at the pipeline, maybe you should focus on the diamond industry where this government has put tens of millions of dollars in it, spent money on secondary industries, basically bailing out diamond plants and also basically developing training programs through our colleges and whatnot by way of diamond cutting and polishing training course. So I'd like to ask the Minister, would you seriously consider looking at the diamond industry before you consider looking at the pipeline? Thank you.

**MR. SPEAKER:** Thank you, Mr. Krutko. The honourable Minister of Finance, Mr. Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Speaker. We're not committing to look at taking an equity position in anything. I've committed to bring forward a paper that would lay out some of the considerations if we were going to look at that, some of the challenges, the lack of funds, what kind of...(inaudible)...building you would have and those type of very basic, fundamental issues before we would even think of being able to try to move forward on any project. Thank you.

**MR. KRUTKO:** Mr. Speaker, I think we should watch what we ask for here, because I think if you're going to open up one box, you're going to be opening up a whole bunch of boxes from hydro development to diamond industry to oil and gas to you name it. You start opening up these boxes, you better be willing to look at everything that's under the sun. I'd like to ask the Minister, if you're going to consider this policy, you better make it a policy that basically affects the whole Northwest Territories in all sectors by way of the hydro sector, the oil and gas sector, the minerals sector, the diamonds sector and the tourism sector. Are you willing to consider all those options?

**MR. SPEAKER:** Thank you, Mr. Krutko. I must remind the Member to address your comments through the Chair. Mr. Miltenberger.

**HON. MICHAEL MILTENBERGER:** Mr. Speaker, I've committed to get a document done, a basic discussion paper that I've committed to share with the Members. Clearly, if we look at this area we have to be prepared, as the Member indicated, to consider everything. We're going to have very limited capacity to take an equity position in anything, I would suggest. However, we will do a paper, lay out what may be entailed and what our capabilities are. Thank you.

**MR. KRUTKO:** Mr. Speaker, in regard to any equity share that you liken to business, there are usually gives and takes. I'd like to ask the Minister, would you also consider that you'd look at an equity share, that you'd forgive the tax by way of corporate taxes and any tax revenue that may come from these developments, and in lieu of those revenues

would you consider what the financial implications of those decisions are?

**HON. MICHAEL MILTENBERGER:** The Member is getting far, far ahead of anything that may even be considered to happen here. There was a general request about why doesn't the government take an equity position and will you come forward with a paper that outlines what's possible in terms of even considering it or being capable to afford it. We're going to look at that. We're nowhere near any time of consideration at the level of detail that the Member is suggesting. Thank you.

**MR. SPEAKER:** Thank you, Mr. Miltenberger. Final supplementary, Mr. Krutko.

**MR. KRUTKO:** Mr. Speaker, in regard to the Minister wanting to look at the equity share and this stuff, would he also consider looking at the possibility of a resource tax, which is probably a better mix than looking at an equity share in regard to these types of developments?

**HON. MICHAEL MILTENBERGER:** As a government we've already made a decision that we were going to stand back from the \$30 million in revenue that we were going to generate through possible tax increases. So at this point, given the economic circumstances, we don't see any type of new tax regime as having much appropriateness at this particular time. Once again, we'll bring forward a very basic paper on the potential of equity positions by governments, does it make sense, is it affordable, and if it is, would we even want to consider it given all our other pressures. Thank you.

**MR. SPEAKER:** Thank you, Mr. Miltenberger. The honourable Member for Yellowknife Centre, Mr. Hawkins.

QUESTION 233-16(3):  
TERMS OF REFERENCE AND MANDATE  
FOR ELECTRICAL RATES REVIEWS

**MR. HAWKINS:** Thank you, Mr. Speaker. While asking questions to the Premier earlier, what seemed to keep getting slipped in the whole process was the fact that there's no mandate or terms of reference for this electrical review that's going on. Mr. Speaker, I'd like to hear from the Premier why there isn't a mandate but we're sending them out starting in Inuvik in the next couple days to hear from the people. Why is it just treated as a public discussion without a mandate? Thank you.

**MR. SPEAKER:** Thank you, Mr. Hawkins. The honourable Premier, Mr. Roland.

**HON. FLOYD ROLAND:** Thank you, Mr. Speaker. I believe the Member is referring to the review that is undertaken by the lead Minister of the Energy Coordinating Committee, so I will refer that question to Minister Bob McLeod.

**MR. SPEAKER:** Thank you, Mr. Roland. Mr. Bob McLeod.

**HON. BOB MCLEOD:** Thank you, Mr. Speaker. We have worked very closely with the standing committees and we have come forward with a number of papers. We have come forward with a discussion paper that will be taken to the communities. We have also developed a communications plan and approach. They have laid out the questions and the areas of interest that they will be consulting on and we expect a report in June. Thank you, Mr. Speaker.

**MR. HAWKINS:** Mr. Speaker, that's all well and good, but why do we not have a terms of reference and a mandate for this and something on paper that demonstrates how it plugs into the bigger picture for solutions for rates and costs going forward? Why is there no mandate? Why is there no terms of reference? Thank you.

**HON. BOB MCLEOD:** We have a discussion paper that has been circulated and it asks all the questions that have been developed in conjunction with the standing committee. Thank you, Mr. Speaker.

**MR. HAWKINS:** Mr. Speaker, I spoke to some people in the community and they're quite concerned that there's no mandate or terms of reference on how this is proceeding. It's designed pretty much as an open, like a blank page approach for community consultation. Mr. Speaker, I would think that it would be more useful if we had a terms of reference and a mandate that demonstrated how they plug into the other two components, which is, of course, the value for money audit and the proposal that's being reviewed through ATCO and the GNWT partners. Mr. Speaker, does the Minister not agree that a terms of reference and a mandate would not be useful in this particular case? Thank you.

**HON. BOB MCLEOD:** I don't agree with the Member. We worked with the standing committees. We agreed on a discussion paper. We agreed on the types of questions to be asked. There was ample opportunity for input at the front end and it's not very helpful to come back at the back end when we're going out to consultation. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. McLeod. Final supplementary, Mr. Hawkins.

**MR. HAWKINS:** Mr. Speaker, I'm only asking these questions because it seems it's being asked in the public. I appreciate the frustration the Minister may be having, but the fact is there are people out there concerned that it doesn't have a mandate and there's no blueprint on how they converge. Mr. Speaker, I've heard answers from the Premier today and he seems to assume they will converge sometime in the fall, if they do. I'd like to know,

without a mandate and terms of reference, how do we stay on track, how do we stay focused, how does it make sense and how do we know where we're going without that type of focus? Thank you.

**HON. BOB MCLEOD:** If the Member is hearing these concerns from his constituents, then there will be opportunity for them to raise those concerns. As the Premier has indicated, he will be coming forward with terms of reference and mandates for the other two reviews which the Member would have input into. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. McLeod. The honourable Member for Sahtu, Mr. Yakeleya.

QUESTION 234-16(3):  
REVIEW OF POWER RATES AND  
POWER CORPORATION OPERATIONS

**MR. YAKELEYA:** Thank you, Mr. Speaker. I'd like to ask questions, again, to the Minister of the Ministerial Energy Coordinating Committee in terms of the Minister has indicated that by June we should have some indication as to what the people in the Northwest Territories are saying in terms of the consultations that are going to take place. From June, can the Minister outline in terms of within the life of this Assembly, what the possibility is that can we expect people who want lower rates and want to look at the electricity regulations, what brought forward can we see as a government in terms of making some changes in our communities in terms of the high cost of energy?

**MR. SPEAKER:** Thank you, Mr. Yakeleya. The honourable lead Minister on the Energy Coordinating Committee, Mr. Bob McLeod.

**HON. BOB MCLEOD:** Thank you, Mr. Speaker. The Member is asking me to put forward some hypothetical situations and we've just set up a panel to go out and ask people those very questions, so I'd wait until we have a report before I speculate on the possibilities of changing rates. Thank you, Mr. Speaker.

**MR. YAKELEYA:** Mr. Speaker, I didn't mean to put the Minister in the position of speculating, but clearly, Mr. Speaker, when the panel comes together in June, the panel will have some very concrete ideas as to where we could go in terms of what does it take to maybe implement a two-rate hydro zone or electric diesel zone in terms of rates on our electricity. Certainly we went through the Public Utilities Board for the general rate application process. So there are some things we could do right away in terms of reducing the cost of energy in our communities. Again, I am asking for some, maybe a broader outline in terms of the support for the panel in terms of the direction they may receive from the communities.

**HON. BOB MCLEOD:** Mr. Speaker, the Member can be assured that the fundamental aspect of the

review is to try to find ways to reduce costs and to provide cheaper energy to people in the communities. There are a number of different ways that it can be done. I will wait until the committee has had a chance to do its work and make its recommendations. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. McLeod. Short supplementary, Mr. Yakeleya.

**MR. YAKELEYA:** Thank you. Mr. Speaker, I, too, would surely like to see the report in terms of the recommendations from the panel. Mr. Speaker, regarding the recommendations, I am hearing lots in the communities about implementing a one-rate zone down the Mackenzie Valley. There are some issues there.

Mr. Speaker, in terms of the implementation on a one-rate zone, it was felt very strongly in the Mackenzie Valley. I guess what I am asking is, if that is the panel's conclusion, what type of work needs to be done in terms of having this type of decision be implemented within the life of this government. I am asking the Minister in terms of the swiftness of this panel to implement, for example, a one-rate zone in the Mackenzie Valley. Thank you.

**HON. BOB MCLEOD:** I wouldn't want to focus on just one possibility because we are asking the panel to look at all possibilities and whatever the panel comes back with, there will be opportunity for good discussion before any final decisions are made. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. McLeod. Item 8, written questions. Item 9, returns to written questions. Mr. Clerk.

### Returns to Written Questions

RETURN TO WRITTEN QUESTION 3-16(3):  
GNWT EMPLOYEE PERFORMANCE BONUSES

**CLERK OF THE HOUSE (Mr. Mercer):** Mr. Speaker, I have a return to Written Question 3-16(3) asked by Mr. Abernethy on February 9, 2009, to the Honourable Floyd Roland, the Premier, regarding the GNWT employee performance bonuses. Thank you, Mr. Speaker.

There are three separate policies governing the awarding of performance pay to executive managers, senior managers and excluded employees.

Individuals who are employed through executive manager contracts include deputy ministers and other senior heads of departments and agencies. Provisions for performance pay are included in the executive manager contract. There are no automatic performance increases for these individuals. Based on outstanding job performance and contribution to department and government

objectives, these individuals may be awarded up to 15 percent of their salary in performance pay. This can be paid as a one-time bonus, a salary increment or a combination of the two. Performance pay for senior managers is governed by the Senior Managers' Handbook, which contains terms and conditions of employment approved by the Financial Management Board.

Based on job performance and achievement of specific objectives, senior managers may be awarded up to 8 percent of their salary in performance pay. This can be paid as a one-time bonus, a salary increment, or a combination of the two.

Performance pay for excluded employees is governed by the Excluded Employees' Handbook. Based on exceptional performance, excluded employees can receive two pay increments for outstanding performance, or a bonus of 5 percent if they are at the top of their pay grid.

Performance pay totals for the 2007-2008 fiscal year are as follows:

- \$161,262.27 was paid out to 68 percent of the executive managers who were eligible for performance pay;
- \$738,863.00 was paid out to 82 percent of the senior managers who were eligible for performance pay; and,
- \$349,182.00 was paid out to 18 percent of excluded employees who were eligible for performance pay.

Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. Clerk. Item 10, replies to opening address. Item 11, petitions. Item 12, reports of standing and special committees. Item 13, reports of committees on the review of bills. Item 14, tabling of documents. Mr. Clerk.

### Tabling of Documents

TABLED DOCUMENT 19-16(3):  
RESPONSE TO PETITION 5-16(3):  
NWT ELECTRICAL POWER RATES

**CLERK OF THE HOUSE (Mr. Mercer):** Mr. Speaker, I would like to table a response to Petition 5-16(3) provided by the Honourable Floyd Roland, Minister responsible for the NWT Power Corporation, in response to a petition given by Mr. Kevin Menicoche on February 9, 2009. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you, Mr. Clerk. Item 15, notices of motion. Item 16, notices of motion for first reading of bills. Item 17, motions. Item 18, first reading of bills. Item 19, second reading of bills. Item 20, consideration in Committee of the Whole of bills and other matters: Tabled Document 7-



16(3), Ministerial Benefits Policy; Tabled Document 11-16(3), Northwest Territories Main Estimates 2009-2010; Tabled Document 17-16(3), Supplementary Appropriation No. 3, 2008-2009; Committee Report 2-16(3), Standing Committee on Rules and Procedures Report on Matters Referred to the Committee; Bill 1, An Act to Amend the Historical Resources Act; Bill 3, International Interest in Mobile Aircraft Equipment Act; Bill 4, Public Library Act; Bill 5, Professional Corporations Act; and Bill 7, An Act to Amend the Student Financial Assistance Act.

By the authority given me as Speaker by Motion 10-16(3), I hereby authorize the House to sit beyond the daily hour of adjournment to consider the business before the House, with Mr. Abernethy in the chair.

### Consideration in Committee of the Whole of Bills and Other Matters

**CHAIRMAN (Mr. Abernethy):** Thank you. I would like to call Committee of the Whole to order. We were considering Tabled Document 7-16(3), Tabled Document 11-16(3), Tabled Document 17-16(3), Committee Report 2-16(3), Bills 1, 3, 4, 5 and 7. What is the wish of the committee? Mr. Beaulieu.

**MR. BEAULIEU:** Thank you, Mr. Chairman. The committee wishes to proceed with, continue with the main estimates review of Transportation and then to Tabled Document 17-16(3), Supplementary Appropriation No. 3, 2008-2009, and if there is any time left after that, we would like to get into Municipal and Community Affairs. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thank you. Is committee agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** Agreed. We will take a short break and then we'll come back with the Department of Transportation.

---SHORT RECESS

**CHAIRMAN (Mr. Abernethy):** I'd like to call Committee of the Whole Back to order. We are reviewing the Department of Transportation. We are on page 11-17. Before we begin, does the Minister have witnesses he'd like to bring into the Chamber?

**HON. MICHAEL MCLEOD:** Yes, I do, Mr. Chairman.

**CHAIRMAN (Mr. Abernethy):** Sergeant-at-Arms, if I could please get you to escort the witnesses into the Chamber. Oops, sorry. Does committee agree?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** Agreed. Now could I get the Sergeant-at-Arms to escort the witnesses into the Chamber.

Thank you. Mr. Minister, could I get you to introduce your witnesses to the committee. Thank you.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Chair. Mr. Chair, with me today I have the deputy minister of Transportation, Mr. Russell Neudorf, and also the assistant deputy minister, Mr. Daniel Auger.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Minister. We left off, last time we were on page 11-17, activity summary, airports. Mr. Krutko.

**MR. KRUTKO:** Thank you, Mr. Chair. I would just like an update from the Minister. What is the status of the airport in Fort McPherson and also the airport for Tsiigehtchic?

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Krutko. Mr. Neudorf.

**MR. NEUDORF:** Thank you, Mr. Chair. The airport in Fort McPherson is continuing to operate as it always has. We do have a capital project to extend the runway, that would have some planning dollars, engineering dollars in '09-10 and then construction over the next two fiscal years after that, so '10-11 and '11-12. We do not have an airport in Tsiigehtchic. Thank you, Mr. Chair.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Neudorf. Mr. Krutko.

**MR. KRUTKO:** The reason I asked the question is that's been a request from the community for some time. I know they've got the helicopter pad that they were eventually looking at an airport of some sort. So I know there has been work done in that area, so I would just like to know is that something that's still considered for future planning for the community of Tsiigehtchic.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Krutko. Minister McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we do not have that project in this year's capital plans.

**MR. KRUTKO:** Are there any plans to do any possible extension on the airport in Aklavik?

**HON. MICHAEL MCLEOD:** Mr. Chairman, the deputy informs me there was a recent assessment of the Aklavik Airport on the runway and the indicators are that it's sufficient to meet the needs. Thank you.

**MR. KRUTKO:** Yeah, just with regard to the federal legislation, because of the change in the legislation where it requires a certain length of airport, I am wondering if that airport falls within that required length or does it have to be extended under the new federal regulations where you operate certain types of aircraft on these airports in the communities. They have to be a certain length for certain types of aircraft. I would just like to know does that meet that specific federal standard. That's

why I asked the question if it has to be extended, because I believe it's only 2,500 feet.

**HON. MICHAEL MCLEOD:** Mr. Chair, the new regulations that will come into force in 2010 require that the different aircraft, different sizes, be able to demonstrate that they are able to land and take off in certain runway lengths. That does not require us to extend our airports. We did a runway assessment and the Aklavik runway is at 3,000 feet and we continue to feel this is sufficient.

**CHAIRMAN (Mr. Abernethy):** Thank you, Minister McLeod. The next on my list is Mr. Beaulieu.

**MR. BEAULIEU:** Thank you, Mr. Chairman. Just a quick question on airports as well. I was wondering if the department have any plans for an extension and chipsealing of the airstrip in Lutselk'e.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Beaulieu. Minister Michael McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, the answer to that is no, we don't have any plans at this point to chipseal the airport.

**MR. BEAULIEU:** I guess I think that's the only communications or transportation link into Lutselk'e. They don't get a winter road or all-season road. They get in materials and other things by barge once a year or twice a year, depending on what they're bringing into Lutselk'e. Airports are very important. They get two or three flights a day into Lutselk'e. I think if we're going to try to get communities to be on their own as much as possible in the future where we're trying to increase the market viability of communities, I think it's essential that the department look at the only real transportation link into Lutselk'e and somewhere in the future plan to chipseal and extend the length of that airstrip.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we undertook an assessment study approximately a year and a half ago on all the airports to determine if the links were appropriate and the conditions. In the case of Lutselk'e, the runway is in good condition and it's adequate to meet the needs of that community.

**MR. BEAULIEU:** Thank you. I believe that is correct at this time. I'm thinking of the future. At some point I have a plan which includes dust suppression for the entire community, so maybe this department along with the municipality or the band, First Nations, when they become the municipal body they would look at chipsealing the entire community. I think there's approximately four kilometres of road that covers all of Lutselk'e, possibly less than four kilometres. If they're going to somehow increase the market viability of their community as far as market housing and other benefits to having good infrastructure goes, then while they're in the community it would be an opportunity to gain some synergies and have that

airport chipsealed in the future. I guess just to let the Minister know that that is one of the projects I will be looking at before this term is over.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Beaulieu. I didn't hear a question. I have nobody else on my list. Mr. Yakeleya.

**MR. YAKELEYA:** Thank you, Mr. Chairman. Can the Minister just explain the very complicated issue here of a point that he brought up in his discussions with Mr. Krutko regarding Transport Canada's 2010 ruling on certain airports in the Northwest Territories? We have an issue in the Sahtu with this ruling, especially from an airline in our community that has partnerships with the two communities in my region. Can the Minister give an explanation on this very important rule and what this will mean in terms of the impacts on aircraft carriers' business points of view?

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Yakeleya. Mr. McLeod.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Chairman. The 2010 new guidelines that are coming into effect fairly quick in the next couple of years require all aircrafts of certain categories to be able to demonstrate that they can take off and land within certain distances on certain length runways. In this part of the country, in the Northwest Territories, we have two planes that are being challenged that the years that they were built and tested make it difficult for these companies to be able to provide that information because it's been such a long time. The Beech aircraft and the Twin Otter are both planes that are used in the Territories and they are having difficulty proving they can land on certain length runways. The companies that have these planes in their fleets are requesting we extend the runways. We feel they need to do their due diligence to find the information and provide it to the federal government, which would allow them to land on the shorter runways. We've also embarked to try to help them by contacting the manufacturers or companies that are working with these aircrafts to do some of the actual testing or provide some of the information that they may have at their disposal to qualify that the planes can land on the shorter runways.

**MR. YAKELEYA:** The 2010 runway ruling would be probably coming into effect 21 months from now. The communities of Fort Good Hope and Deline, along with their partner North-Wright Airways, have been asking this government here to see if they can extend the runways to the required length that would help them with their aircraft in the region. We do appreciate the additional runways that were extended in Fort Good Hope and Tulita up to, I think, 3,998 feet. I believe it's there. We certainly appreciate that. However, because of the restrictions, they are saying that because of the

restrictions in the 2010 ruling, that North-Wright, along with its partners, are saying they can only allow a certain number of passengers on aircraft with a certain amount of freight in order to fulfill the 2010 guidelines. They foresee that, in terms of expanding their business, they would desperately look favourably to see if they can get two specific strategic locations of runways in Fort Good Hope and Deline to extend the runways at least up to 4,500 to 5,000 feet. Now, if we don't do that, then we are restricting the growth of an airline company with the Sahtu region. They want to go out and have an aircraft that can be used to carry additional passengers and freight. This came up in some of our discussions and the accident that happened in Fort Good Hope a couple years ago that contributes to something of a shorter runway with smaller aircraft. They want to avoid this. So I'm asking the Minister here, I know he had some discussions with the community of Deline about having something go forward on discussion. When the department goes back, can they reassess in discussion with Fort Good Hope and Deline and North-Wright to look at the additional request that they're asking? The request is going to come to about \$2 million for what's being asked for. But I think in the long run it's going to save everybody a lot of money and it's going to mean safer aircraft in the Sahtu region.

**HON. MICHAEL MCLEOD:** We've had several discussions with the Member and the communities involved regarding the requested extension to the runway lengths to 4,500 feet. The situation is, as the 2010 ruling comes forward and gets closer, people in the southern jurisdictions are putting some of their aircraft out for sale as they would rather buy more efficient aircraft to operate. The Beech 1900 and other ones are becoming fairly cheap and that's becoming very attractive through some of the communities and corporations in the North. They are wanting to purchase these aircraft and require us to upgrade the runway lengths. We are quite concerned about going any further than what we are extending them to already. This would require us not only to put the airport in a new category, it would require us to spend additional dollars to widen the current runway as well as extend it. We do not have the resources at this point to go to the next category for operations and maintenance. We do not have the capital dollars identified. So it's not something we're planning to do in the next while. We wanted to have further discussions with some of the communities to see what's all involved to be able to measure what the capital costs would be and operations and maintenance. That offer wasn't taken by the community that the Member represents. We're still waiting for some response.

**MR. YAKELEYA:** Certainly the Minister is correct in terms of some discussions that have happened

with the communities and North-Wright regarding solutions on this issue. We feel in the Sahtu that we're going to pay if we don't have those runways extended to the length that we would see benefitting the communities.

The Minister has referred to additional costs and that if we go to a different length of runway it means a higher category. The people in the Sahtu already pay high prices for their airline tickets. They use the small aircraft in those dangerous mountains, with respect to the weather, the terrain that we have to fly in. We are being penalized because of this runway that is not being extended in the Sahtu region. I point again to the incident that happened in Fort Good Hope, because of too small an aircraft and the type of aircraft that was used.

I'm here and I could be corrected on this one here, if we had a longer runway with more suitable aircraft that could fly high over the mountains, we wouldn't be in the situation we had in Fort Good Hope.

Again, if we do nothing by 2010, we are going to be restricted with this type of aircraft. We're paying a high cost for travel in the Sahtu. There's a limited amount of freight that's going to come in there and we're going to continue using smaller aircraft. I know that it costs additional dollars to extend this runway with the maintenance, but I think we are being penalized in the Sahtu region.

I may need to be corrected on this also, but I hear that outside aircraft coming into the Sahtu are not going to be penalized for landing on our runways. It is only the people in the Sahtu who are going to be penalized. That's what I'm hearing. If the Minister needs to correct me, so be it, but that's what I'm hearing right now. We desperately need to look at ways to extend our runways up to at least 5,000 in Fort Good Hope and Deline right now because of the possible amount of oil and gas activity that could be happening in the Sahtu region. It's busy up there. It's been quiet this year because of the other factors taking place with oil and gas exploration. I want to make that known to the Minister. I appreciate his willingness to sit with us and continue talking.

**HON. MICHAEL MCLEOD:** First of all, I have to correct the Member. The rules do not apply to only one specific jurisdiction. The rules for 2010 application will come forward and apply to all jurisdictions for all aircraft that are uncertified. That is the issue here, is there are two planes currently flying in the North that cannot demonstrate they can land on the runways we currently provide. Until they become certified, until they can find that information or justify it through testing, that won't be allowed. We have taken the liberty and opportunity to write to companies that may be able to support us in providing that information. If that's the case, if the information comes forward, then these aircraft can

be certified. The aircraft carriers have not been willing to get some of this testing done for whatever reason.

All jurisdictions are involved and that's the reason we are seeing a lot of these other planes coming on the market, such as the Beech 1900 that the communities want to buy. There are other aircraft that can meet the need. There is no intention of disadvantaging or targeting anyone. This is an issue we will be discussing and workshopping at our conference with the NATA in April. All the carriers will have an opportunity to have input and further discussion. For us to extend all the runways across the NWT would be a huge, expensive undertaking that we are not resourced to accommodate at this point.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. McLeod. Next on my list, Mr. Krutko.

**MR. KRUTKO:** I just have a question regarding the resurfacing of the airports. Are there plans not only for extension but also for resurfacing the airports and using different types of products for the resurfacing of airports? How often do you apply the different chemicals that you use to do the resurfacing? There are a lot more turbo prop aircraft flying into those airports and with the gravel airports most people do apply different products. I'd like to know how often or if the airport extensions will include the resurfacing of those airports or an appliance of some sort of chemical to protect the surface on those airports.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Krutko. Mr. McLeod.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Chairman. The provision for dust suppressants and other measures on the airports was approved in our capital budget in the fall and I can certainly provide that information again to the Members. I guess it's important to clarify that chipseal can't work in the communities. We don't feel it's a safe way to apply a coating to the runways. It either has to be pavement or EK-35. We've used it in some communities and we have a schedule to apply it to other communities to the cost of about \$400,000 a year. We have a number of communities scheduled for this year. We have already done some across the Territories and it's going to be a long-term investment for communities.

**MR. KRUTKO:** If we could get that information from the Minister it would be great. But the reason I'm asking is that in the case of Aklavik, they apply that EK-35 and it does work. If anything, if you're not going to extend the airport, I think that at least having an airport that's in pretty good shape, especially with these chemicals. I think it's important that you do continue to reapply the chemical if you're not going to extend those airports, because it does make a difference for the aircraft. You even notice it flying into these

communities. The ones that have the chemical you can notice the difference to the condition of the airport. I'd like to also ask if you apply this to the airport in Fort McPherson. I know you do in Aklavik, but I'm not sure about Fort McPherson.

**HON. MICHAEL MCLEOD:** The EK-35 application has been working well in a number of communities. It has to be reapplied on a fairly regular basis. We are in the process of planning to do our third application at the Aklavik Airport. As to Fort McPherson, I don't see it scheduled for the EK-35 along with the extension. I'd have to see if we could find that information and provide it to the Member, but I don't have it listed as something that's scheduled to be part of the extension.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. McLeod. I have nobody else on my list. Mr. Bromley.

**MR. BROMLEY:** Thank you, Mr. Chairman. I'm just wondering, we had a lot of predictions of melting permafrost causing caving and heaving and this sort of thing on airstrips and runways. I'm wondering if we've had any cases of that in the Northwest Territories in the last few years and, if so, are there any cases under management right now.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Bromley. Mr. McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we did have a certain amount of slumping in one community. The town of Hay River's airport had some problems. I think that was two years ago and that's been rectified. That's the only one that's reported the concern regarding what could be potential climate change issues. Thank you.

**MR. BROMLEY:** Are there studies that indicate the ones that are likely to have problems or have we been inventorying where the problems are likely to occur? Is there anything we can do beforehand to try and reduce the cost of that? Thank you.

**HON. MICHAEL MCLEOD:** We don't have any airports right now that are reporting it. Now, as the Building Canada funding comes forward, there is a portion earmarked for research. As we indicated to the Member, this is an area that we need to look at along with some of the road assessments that need to be done. We are targeting some of the dollars that are coming forward from that pot of money to be used for the information that the Member is asking about.

**MR. BROMLEY:** Thanks for that information. Do we know how much of the...I think it is \$250,000 slated for this year might be going to the airport assessment. Thank you.

**HON. MICHAEL MCLEOD:** We haven't designed the assessment research that needs to be done for

the airports and, therefore, don't have a cost at this point. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. McLeod. I have nobody else on my list. We are on page 11-17, activity summary, airports, operations expenditure summary, \$29 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** We are on page 11-18, activity summary, airports, grants and contributions, contributions, \$30,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** We are on page 11-19 which is an information item. Airports, active positions. Mr. Krutko.

**MR. KRUTKO:** Thank you, Mr. Chairman. I would like to ask the department if they can get the information based on the affirmative action numbers that are on this chart, P1s, P2s, P3s, and also if they can identify anybody with a disability or, basically, female management.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Krutko. Minister McLeod.

**HON. MICHAEL MCLEOD:** This is a question that was requested on Thursday. We did indicate if we have the information we will provide it in written form to all the Members.

**CHAIRMAN (Mr. Abernethy):** Thank you, Minister McLeod. We are on page 11-19. Are there any other questions? Information item, airports, active positions.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** We are moving on to page 11-21, which is activity summary, highways. Mr. Krutko.

**MR. KRUTKO:** Just in regards to highways, as we have seen the weaving that we are starting to see because of permafrost and also we are starting to see a lot more sloping, sliding along the hillsides and also in regards to the effects it is having on our infrastructure. As a department, is there anything that is being done to find ways to mitigate some of these challenges? In the past we used to use permafrost. It worked for us by way of building on top of it and building layers over top. We are starting to see that with the temperature changes it is having an effect on world conditions, especially in the northern parts of the Territories. We are especially seeing it on the Dempster in regards to the challenges we are seeing by way of wash roads and whatnot. Are there studies or anything being done to try to mitigate this problem that we are seeing on our highways?

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Krutko. Minister Michael McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, the Member raises a very good point. That has been a huge challenge for our department. Given the lifecycle of our many roads coming to mid-life, requirement of upgrades and given our deficit situation over the last while, we have seen some deficiencies occur as some of what should have been another layer of gravel placed on top so the quartz will come through. It causes some concern, along with climate change, of course.

Mr. Chairman, our staff is using new designs and new systems to build the roads. We are incorporating more geotech, more ways to prevent the permafrost from melting. We are building the roads wider, providing wider shoulders and things of that nature to ensure that our roads are not slumping or not causing concern. Thank you.

**MR. KRUTKO:** Mr. Chairman, in regards to another aspect of the problems we are seeing especially on the Dempster Highway, the collapses that we have seen over the years in regards to the culverts that have collapsed, I think I asked for a report from the department. The majority of those culverts are almost 35 years old. They were put in place when the Dempster was built. They are in the process of having to replace a lot of these culverts. Again, because of the lifespan of these culverts, there is a risk associated with the public travelling that highway where we have had collapses. I would like to know exactly are there any plans to replace the remaining culverts on the Dempster Highway that haven't been replaced yet, but, more importantly, ensuring that ongoing inspections are done and ensuring that the safety of the general travelling public is kept in mind because of the incidents that happened in the last couple of years with the culverts that have collapsed on the Dempster Highway.

**HON. MICHAEL MCLEOD:** That is an area for concern and we recognize as a result of some of the issues that have come forward regarding highways and given the lifecycle of our culverts. Also, as our roads age, our culverts are also in need of replacement. We have stepped up our inspections and will continue to have more inspections as we go forward. We also will be doing accelerated repairs to try to keep up with the demands that are being placed on the culverts, given their age. Thank you.

**MR. KRUTKO:** Another area I noticed that you talk about some 30 bridges that you also have to look at in regards to managing the project. I know that, in light of the Deh Cho Bridge, there are other bridges that still have to be put in place. One of the areas that I'm working on is the area of the Peel River Bridge, which was something that was supposed to be done when the Dempster Highway was built back in 1972. Yet, there is the possibility of doing

that, but I think it is important that we do have to find a way to work in partnership.

I know that the Deh Cho Bridge is a model that we can build on. I think that it is something that we should consider and should be part of the Territorial Highway Strategy in regards to all the other ferry operations. There was talk about Liard, the Peel and the Mackenzie. I think that we have to look at other jurisdictions. You go on the Yukon. At almost every crossing, there is a bridge. I think that there is no reason that we can't be trying to accomplish the same thing. I would just like to know where we are going in regards to the Highway Strategy, looking at the pricing, the ferry operations and the bridges at some point.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we certainly have been trying to deal with the large amount of requirements for bridges in the Northwest Territories. We have actively worked on 37 new bridges that we'll have in place over the last while. We have now a total of 77 bridges in the highway system. There are still five major bridges that need to be addressed at some point. It is a concern. The Liard River Bridge, the Ndulee crossing, the Bear River Bridge, the Peel River Bridge, as the Member has indicated, and also the Mackenzie crossing at Tsiigehtchic are all requirements that probably should have been addressed at the time of the construction of the road. We are hoping that some of these bridges will be addressed if there is ever a Mackenzie Highway put in place.

At the same time, we are looking at options, as the Member has indicated. A number of times in this House, there is a cost of not having a bridge. There is a cost in the communities and we are looking, as part of our strategies, to lower the cost of living in communities. How do we address that without having the actual dollars to construct a very expensive piece of infrastructure in the communities that the Member represents? We have been able to use new technology, new methods of building ice roads. That has allowed us to get across the river or across the ice bridge crossing quicker to probably opening it up a couple of weeks earlier, but overall there is still a need that needs to be addressed in the form of building for the long term a permanent piece of infrastructure and we will continue to work to that and continue looking at options. At this point we don't have the resources to build a piece of infrastructure. The Member has done a lot of work with a number of companies and with the aboriginal government in his area to review the situation and we will be glad to continue working with him to see if there is a way forward on this. Thank you.

**MR. KRUTKO:** Again, going back to the original questions, I think that, as part of our Highway Strategy, we do have to have some sort of a policy

in place to allow to look at things such as P3s in regards to sort of the Deh Cho Bridge or even the Mackenzie Highway. That has to be an option or an alternative. I know we don't have the capital dollars to do all of these things. I think that we have to find a way to finance it, knowing that we don't have tens of millions of dollars. We need to do all these things, but I think we do have to look at alternative ways of financing projects.

I was in Manitoba with other Members of the House where we drove on a highway which was built on behalf of the hydro company -- some 50 kilometres, which was surprising. It was \$25 million, which up here is about \$1 million a kilometre. I think that it is something that we have to look at again. It was a P3. I think we have to find ways of delivering on these things, but, more importantly, do it within sight of the existing government policies and the financial abilities of this government to deliver on those things. I think also it has to be part of the long-term strategy of the government. I would just like to know, knowing that we have the Deh Cho Bridge project in place -- it is one of the options that we have looked at -- how do we implement that through the NWT Highway Strategy to eventually replace ferry operations with permanent bridges?

**HON. MICHAEL MCLEOD:** Mr. Chairman, there is, I guess, the need to engage the federal government on such a project. We are watching them with great interest to see where the P3 office will end up. We have not seen any projects funded through this program. They have indicated that they still need to set up their board and that has been moving very slowly. Failing that, we would need the federal government to step up and provide the necessary resources.

As I mentioned, there has been some interesting developments over the last while on the Peel River Bridge and we will keep working with the Member on it. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thank you, Minister McLeod. Next on my list is Mr. Bromley.

**MR. BROMLEY:** Thank you, Mr. Chairman. I am just wondering where we are at on winter roads. I was just crunching the numbers, \$3.791 million this year for 1,400 kilometres, about \$2,660 per kilometre. That sounds like a pretty reasonable deal to me, even though we are up possibly 45 percent from a couple of years ago on the cost of winter roads. Has the life of the winter roads... I know the duration is variable from year to year, but has the technology managed to keep up with that so far or is the life of the winter roads still roughly the same?

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Bromley. Mr. Minister.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we have done a number of things over the last while to try to enhance the Winter Road Program, including

signs for safety reasons. We have tried to step up the highway patrols on the winter road system. We have also tried to incorporate new technology into building the roads and increase our maintenance cycles. We have requested some of the industry people that were utilizing certain portions of the road to invest. We have managed to build quite a few bridges over the last while that have extended the season. The winter road system is still usually dictated by weather. We have done a lot of work, but it is quite far from being an all-season road, that is for sure.

**MR. BROMLEY:** Is there a point where the cost goes up to where it is worth putting in an all-season road or some other means of transportation? Does the department do that sort of analysis? Thank you.

**HON. MICHAEL MCLEOD:** Mr. Chairman, I think we do some costing in terms of comparison of what it would cost to try to build an all-season road. We have taken some measures only because we have been assisted by the federal government. For example, on the Tlicho winter road, we will be moving forward to take what is now an ice road or a road built over mostly lakes and stream crossings, put it on land and make a winter road that is a little safer than the current one utilized. Mr. Chairman, it is quite difficult to look at the potential of building an all-season road without the federal government's involvement, because it is a very costly undertaking. Thank you.

**MR. BROMLEY:** I have a last question. It seems like we keep getting surprises thrown at us in different ways, certainly around the world now. If there was a case where a winter road couldn't be put in because of climate conditions or weather conditions, do we have emergency plans in place for resupply? That might be Public Works and Services, but I imagine this department would be working with them on that. Thank you.

**HON. MICHAEL MCLEOD:** The concern that the Member raises has been very close to being a reality on a number of occasions. We are able to compensate for it by adding additional resources and making the resupply happen. But I guess in a hypothetical situation, the community that was not able to get its supplies in on time or whatever the case may be, we would probably be forced to go to the Department of Municipal and Community Affairs that has emergency measures or emergency operations within their responsibilities and we would have to look at flying or another mode of getting the product in or the supplies in.

**MR. BROMLEY:** That sort of makes common sense to me. I am wondering if the thinking has been done. I wonder if the Minister would know if MACA has been thinking about that sort of thing and putting in a sort of plan in place or at least contemplating...Sorry. Maybe I can hold that for later. Thank you.

**HON. MICHAEL MCLEOD:** Yes, Mr. Chairman. We would work with the Department of Municipal and Community Affairs to address the issue to look at providing an emergency type of situation that would allow us to get into the community. If it is feasible, it would be forced to fly the fuel in, or if it is a community that is on the ice or along the river system that provide enough short-term assistance until the product was able to get there in the summer. But there is a committee, a working group that is made up from different departments that would look at each situation. It is something that is being monitored.

**CHAIRMAN (Mr. Krutko):** Next on the list I have Mr. Beaulieu.

**MR. BEAULIEU:** Thank you, Mr. Chairman. I just have a couple of questions on 11-21 for the Minister. My assumption is that contract services is what they use to contract the highway contractors that maintain the various highways. How much of the 2,200 kilometres of all-season highway is done by contract as opposed to directly from DOT staff?

**CHAIRMAN (Mr. Krutko):** Minister of Transportation.

**HON. MICHAEL MCLEOD:** Mr. Chairman, that is a fairly specific question regarding doing some analysis. We don't have the information right now, but we certainly can put it together or find the information and provide it to the Member as soon as we can.

**MR. BEAULIEU:** The reason I am asking is I am trying to do some sort of comparison what it's costing the department to do the highway maintenance directly and what it's costing to do highway maintenance to a contract, specifically around Fort Resolution with Nuni (Ye) Construction. My understanding is that the contract is a fairly good contract and it's set up in a way that you have to have machinery working in order to maximize the contract. An example that I've been advised of is that if it's not snowing and in the wintertime and the machinery isn't moving or it's not snowing heavily, then the contract monthly amounts go down. Because of that they're not able to maintain good management for the entire season, or year actually, that's needed to administer the contract. I'm wondering, it seems like the community want to revisit the contract. Maybe the amounts are okay, but the structure of the contract seems to be an issue with the contractors. I'm wondering if the Minister would be prepared to revisit the contract with Nuni (Ye) Construction.

**HON. MICHAEL MCLEOD:** Mr. Chairman, this is a negotiated contract situation where both parties agreed on the terms. We certainly don't want the company to have undue duress as a result of not being able to move forward and provide the maintenance as the Member is raising. I was not aware that there was an issue there. The deputy

minister, Mr. Neudorf, can certainly undertake to have a sit-down discussion regarding the issues about, I believe, not being able to get out when they feel it's required. That's an issue we can take a look at. Thank you.

**CHAIRMAN (Mr. Krutko):** Next I have Mr. Yakeleya.

**MR. YAKELEYA:** Mr. Chair, the highways on the winter road, can the Minister indicate to me in terms of the signage safety of our winter road in terms of in our region here? It seems like we certainly could use some more signage on the winter road and also the proper installation of these signs. If you were to drive down on these roads, Mr. Chair, I think you would agree to some extent in that these signs need to be properly put in place, because I don't think we're meeting the standards of when you put these signs on these winter roads because it still needs to be improved. I would ask the Minister what type of funding within the structure of the division in terms of having signage along the roads in the Sahtu, our winter roads, and how much they're going to do this year and see when they can get it done with the proper installation of these signs.

**CHAIRMAN (Mr. Krutko):** The Minister of Transportation.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Chair. It's certainly been a difficult task to have all the safety requirements incorporated into a winter road the same as an all-season road that the Member is requesting and has been very diligent about asking and raising concerns about safety. We've been trying to accommodate that. Over the years we've been putting signs to indicate the corners and to indicate there would be a safety issue as traffic was moving forward. The challenge, though, is to have the signs stay up. There have been a lot of times when the signs have been disappearing. We've had signs that probably are not being put up properly or the permafrost is pushing them out of the ground. We want to take a look and have that discussion to see if there's a mechanism if we can do a better job with our own forces or maybe the possibility of contracting somebody to do it over the next while. We recognize that there is an issue there. Thank you.

**MR. YAKELEYA:** I thank the Minister for his comments in terms of specifically recognizing that there certainly needs to be work done on the signage on our winter roads. I would even go to the extent that if the sign structure division can give some of these dollars to our region in terms of having the contractors do the work in our regions. These contractors put on these winter roads know the roads very well. They're very well experienced. They know the terrain of our land. They know how to put these signs in and, provided that they're given the proper resources and equipment to put

these signs up properly, they are going to do it very good for the department. Right now I don't think that's happening.

I would ask the Minister again to look at this within his department to see if that's something that could be included in terms of the winter road contractor's duties as a contractor. That might require a few more papers in terms of having this type of direction from the Minister, but I think it makes a lot of sense when you have people on the road 24/7 doing the work on certain sections within the region. Certainly this would greatly enhance the public image of the Department of Transportation, the road signage and safety in our region. If I was to table some pictures of our road signage in the Sahtu region, I don't think it would do very much for this department. I want to work with the Minister on this in terms of the signage. Certainly we need a lot of signage on our winter roads. Again, I would ask the Minister in terms of some very assertive road signage in our region in terms of working with our contractors, if that's a possibility. Thank you.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we recognize there has been some difficulty getting the signs put up and getting them to stay up. Access is a really challenging issue to put signs in the ground or put signs up in the winter and to get them to stay up over the summer months is, of course, very difficult, and getting into and on the winter road in the summer is just something we can't do. We did provide a couple contracts to individuals to put the signs up but it didn't work out. We will, as the Member suggested, talk to our contractors that are always on the road system and maybe we can get some type of agreement for them to do this job for us. Thank you.

**MR. YAKELEYA:** Mr. Chair, I want to say that the department has been very good in working with our contractors. I also want to say to the Minister that the contractors are doing an excellent job in terms of maintaining our winter roads, working with whatever resources we have with them. Sometimes we feel that the budget for our contractors to do a proper maintenance routine schedule is sometimes...It could be increased. Certainly with what they are doing right now, I think they are doing an excellent job.

I think that the department has certainly seen a big increase in terms of our winter roads. I want to say that to the Minister and the staff who are working with our contractors on the winter road. I certainly want to see more creative, innovative solutions in terms of working with our winter roads. Certainly on straightening out the winter roads, clearing corners, cutting down some of the hills, there certainly could be some discussion.

Mr. Chair, the last point I want to bring to the Minister's attention is the ongoing discussion...I have a file full here of letters between various



Ministers on the Bear River Bridge in terms of go/no-go, go/no-go. I'm not too sure if the Minister could enlighten me in terms of this is one big bridge here that the people in the Sahtu were looking forward to. Certainly there were some factors that didn't produce good results as to if we were going to have a bridge or not. The Minister has indicated to me that they are continuing to look for funding. I appreciate the department's willingness to see if this is a possibility. In light of that, I encourage the Minister, I guess, to continue working with the Minister of Transportation and infrastructure of the federal department in regard to the economic stimulus plan that they have recently announced. There's certainly money there that I'm not too sure if we fit. I recall that the Minister said that there are certain requirements and criteria that we don't quite fit under the Northwest Territories, so I'm not too sure if he's going to have any luck in terms of dipping into this economic stimulus plan in terms of bridge.

As Mr. Krutko has indicated through his willingness also for a Peel River Bridge, that there are also options out there that certainly I would be interested in seeing how we can go about building these bridges in the Northwest Territories. Certainly it has been in the books for a while, so I just wanted to, again, advocate for a bridge in my region. That will help greatly with the road transportation and the other activities that could possibly happen in the years coming down in terms of keeping the Sahtu open. Thank you.

**HON. MICHAEL MCLEOD:** Mr. Chairman, the Member is correct when he states the Mackenzie Valley winter road is in good condition this year. I guess it's an indicator of our economic situation, because we don't have a lot of heavy traffic on the road systems. There's very little exploration or development happening, so it's a good year for the winter road. The base has gone in and has been very dependable up until now and we don't expect it's going to change. We should see it stay very stable for the next while.

Mr. Chairman, the Bear River Bridge is still something that, along with other bridges, will be considered. If the Mackenzie Valley Road every moves ahead, then this should be a part of it.

Mr. Chairman, the other issue regarding the economic stimulus, we haven't got final word but we are expecting that these dollars that were indicated as part of this initiative are going to be based on a per capita. If that happens, we probably will not get much more than \$5 million, which doesn't allow us to do a whole lot of projects with that amount. Thank you, Mr. Chair.

**CHAIRMAN (Mr. Bromley):** Thank you, Minister McLeod. Mr. Krutko.

**MR. KRUTKO:** Thank you, Mr. Chair. There was a program previously in regard to a chipseal program

that was delivered by the Department of Transportation on behalf of the Department of Municipal and Community Affairs in regard to small communities. I believe there were some 15 communities that were identified to have work done on it and I know that because the Department of Transportation has the expertise in regard to road building, that's why there was the partnership involved with the Department of Municipal and Community Affairs and the Department of Transportation who had the engineering, the design and knew about the gravel resupply and that. I'd just like to ask the Minister, has he been in discussions with Municipal and Community Affairs about the possibility of reinstating that program?

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Minister McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, I believe the Member had asked the Minister of Municipal and Community Affairs that direct question. They have not come forward with any indication of interest to reinstate the program. Having said that, I am personally familiar with a number of communities that are now looking to chipseal the whole community through their new funding that they are receiving and they are planning to do just that. We, of course, are willing to provide any kind of advice if there's a request made to this department. Thank you.

**MR. KRUTKO:** Mr. Chair, I know that a lot of the small communities don't have the capacity or they don't have the granular resources to do a lot of this stuff. I think that because they don't have the equipment and the expertise, that for them it's a challenge. I think because this department does work with the Department of Municipal and Community Affairs, I think that's something that can be done. With that, Mr. Chair, I'd like to move a motion.

**CHAIRMAN (Mr. Bromley):** Very good, Mr. Krutko. Go ahead.

COMMITTEE MOTION 8-16(3):  
SMALL COMMUNITY CHIPSEALING PROGRAM  
CARRIED

**MR. KRUTKO:** Mr. Chair, I move that the committee strongly recommends that the Government of the Northwest Territories take immediate action to develop and deliver a small community chipsealing program;

And further, that the departments of Transportation and Municipal and Community Affairs take cooperative and concrete action to ensure small communities are able to access sustainable funding levels and technical expertise to achieve meaningful progress in regards to the local road surfacing in small communities.

Thank you, Mr. Chair.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. There is a motion on the floor and is being distributed now. The motion is in order. To the motion. Mr. Krutko.

**MR. KRUTKO:** Mr. Chair, I believe, for one, that we do have to find a way to work with the smaller communities. I think that through the program that was previously in place, which was to work with communities to find a concerted effort between the Department of Transportation with their expertise and Municipal and Community Affairs working with communities to find a way to deal with dust control in a lot of our communities. I think that unless you actually have to live with dust in your communities, it's not really an issue. I think that it really does have an effect on the health and well-being of the elderly people in our communities and also in regard to the cleanliness of our communities. I think that's it a stigma that's left on these small communities that we have to find a way to deal with this dust problem.

With the motion, I'm hoping that we're able to pass this motion in support of working with those communities that don't have the capacity and also develop a program that can work through the departments of Transportation and Municipal and Community Affairs so that we are able to find a way to deal with these problems with dust in our communities.

With that, Mr. Chair, I would like all the Members to take this seriously because I believe it is an issue that in this day and age, in this 20<sup>th</sup> Century, that we should not be dealing with the issue of dust in communities. If anything, we should be improving the quality. I think by simply chipsealing the main street of a community makes a difference in those communities. I think it brings pride to the people in our communities and, more importantly, they do feel that the quality of life has improved in our communities. With that, I look forward to other Members supporting this motion. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Mr. Beaulieu.

**MR. BEAULIEU:** Thank you, Mr. Chairman. I, too, would like to just add a little bit to what Mr. Krutko is saying. In addition to all of the aspects that Mr. Krutko spoke of, also for the way the government is moving, in essence devolving a lot of the municipal responsibilities through the new plan to the municipalities, this is a major step towards increasing what I'd call market value of the community. I think anybody is aware that if you have a paved street in front of your property, your property is worth a lot more. I think this is a step in the direction where we will be increasing actual property values of individual homeowners in the smaller communities, which is actually a very good thing for everyone. It gives the ability for individual homeowners to borrow money directly themselves

through some creation of a market in the community, then they are able to have a lot of the programs right now that are delivered by the Housing Corporation. A lot of that comes from the inability for the banks or the unwillingness for banks to lend in communities where when you don't have streets paved and so on, sometimes they don't see a market value. I think that when the dust is gone, then you will see the property improvements, which also adds to the market value of the various properties around the community and that. As we move in that direction, this government begins to devolve responsibility to the communities. I think it is important that this government do what it can to assist communities to increase market values. I think this is the first big step in the right direction. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Beaulieu. Mr. Yakeleya.

**MR. YAKELEYA:** Mr. Chairman, I also will be supporting this motion. I think this motion here speaks to sort of clearing the dust on these issues here. You have a program. You have the communities and municipal funding. You have expertise within the Department of Transportation and also they have studies done by the Municipal and Community Affairs office here. You think what we are asking here is through this motion here I am looking at it in terms of implementing a chipsealing program for the communities where there is expertise from the Department of Transportation which has the expertise, has the resources, and has the knowledge. With MACA, you have the studies. They have the funding in helping the communities implement a chipsealing program, small communities, so they can utilize their resources to develop a good program.

For so long, Mr. Chairman, in our communities, especially with the elders that Mr. Krutko talked about, the amount of dust that collects on their windowsills, in their houses, on their furniture, it is unbelievable where we don't do a proper job in terms of suppressing the dust in our communities. Twenty years ago, Mr. Chairman, I talked about this, that there weren't very many vehicles in our communities. Today there are over 60 vehicles in Tulita itself and then with the amount of driving that happens in that small little community the road sure takes a pounding. When that happens, the amount of dust in the people's face, the amount of dust that is collected in the houses, even in our health centre. It is close by the road there. It is outrageous, in that a very good program should be able to help our communities.

I fully support this motion here. I think about my Aunt Julie who is asthmatic and that she has to keep her windows closed during the summer months because of the amount of dust that is in her house and she is complaining. She is an elderly

lady who complains to me every time we go in Tulita in terms of the dust that is happening in and around her place in the summertime. She has to almost change her air filters once a week. She has to get it here at Wal-Mart. It costs a lot of money in the summer months. I think more of her and the older people and the younger kids that have to breathe in the dust when there is no dust suppression or any dust control in our communities. I look forward to something from this department, from the other departments to see how they can work with our communities and how do we implement a chipsealing program for all of the communities that Mr. Krutko has alluded to in terms of this committee motion. I look forward to some results from this motion. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Yakeleya. We are moving on to Mr. Menicoche. To the motion.

**MR. MENICOCHÉ:** Thank you, Mr. Chairman. I just want to speak in favour of the motion. I think it was a good program. We used to have it before with our territorial government. I would like to see the department try to make the resources available to make this manageable to deliver small community chipsealing program. I think that it is something that our government can do, one little small thing, that will help make lives better in the communities.

Quite often there is a larger chipsealing program going by one of the communities who can utilize that and to take into account the smaller communities. For some of the more remote ones that might be more challenging, but still, all our communities should be treated the same. They should be part of the big plan as well. I would just like to say I will be supporting the motion, Mr. Chairman. I want to thank Mr. Krutko for bringing it up in Committee of the Whole.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Menicoche. To the motion. Mr. Hawkins.

**MR. HAWKINS:** Thank you, Mr. Chairman. One of the issues here we are really facing is the fact that this used to be a MACA program and then MACA transfers the community gas money and the gas tax money, and then they say sorry, we don't do this anymore. That is sort of one of the problems that we are faced with. That is why these motions keep coming up.

I have often said that there is a policy problem here, where the government used to do this but then they decide that now they are not in this business. I don't think that there has ever been a heart-to-heart deciding on what government should be responsible for and what communities should be responsible for. I often question, is that money that they used to do things like chipsealing, was that transferred over to the communities? I would have to say I don't think so. I think the windfall of things

like the gas tax money that the department will be pointing at and say, well, now it is your business. You have money. I think that was a windfall above and beyond the existing funding pot that would have covered this in the old days. I think there's a policy problem. I am not suggesting the Executive Council will see this motion every time this page comes up in every budget going forward, but the reality is that it is coming up in the last few budgets. The fact is no one seems to want to be addressing the policy problem we have here. It is about who is ultimately responsible for chipsealing. Is it the community or is it the government? In some cases, I think it is probably both. It is a shared responsibility.

I think that work needs to be done. I would say, if you heed one message from this motion, at least hear that, that between the Department of Transportation and the Department of MACA, the two departments need to be sitting down with the municipalities and start working this out to figure out who should be ultimately responsible for this. Just because one department is working as a flow-through for things like gas tax money, that was meant for other things.

Mr. Chairman, I will be supporting this motion. I suggest that someone should start having that conversation on the policy of this issue, which is ultimately who is responsible. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Hawkins. Not having any further comments, I will ask Mr. Krutko to conclude the debate.

**MR. KRUTKO:** Thank you, Mr. Chairman. Again, I would like to thank the Members that did speak in support of the motion. Again, this motion is directed to the small communities. I think that this issue has been around since the 14<sup>th</sup> Assembly. I know that special committee, that first small communities, filed a report and this was one of the recommendations which instrumented they put in place main street chipseal program for small communities and which it only served basically in one Legislature, which was the 15<sup>th</sup> Assembly. I think because of it only having to take place in one Assembly, other communities are saying that this issue is a health issue. It is not a question about ...and also having the capacity to deliver this program in a lot of these smaller communities. The small communities do not have the capacity to basically hire engineers, start doing the evaluation in regards to the survey that has to take place, looking at the gravel needs, looking at the equipment that you have to bring in to do this thing. One project you are talking about a community's \$1.6 million. I think that for that kind of money for small communities, sure, they get a little bit of gas tax money, but you are only talking about \$150,000 if not less.

With the motion, it does direct the Department of Transportation and MACA to find a way to deliver a program that will meet the unique challenges in small communities dealing with dust control. Again, I will be requesting a recorded vote on this motion. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Are we ready for the question?

**SOME HON. MEMBERS:** Question.

**CHAIRMAN (Mr. Bromley):** Question has been called. I will now call and the Member has requested a recorded vote. All those in favour, please stand.

#### RECORDED VOTE

**DEPUTY CLERK OF THE HOUSE (Mr. Schauerte):** Mr. Krutko, Mr. Menicoche, Mr. Ramsay, Mrs. Groenewegen, Mr. Beaulieu, Mr. Hawkins, Mr. Jacobson, Ms. Bisaro, Mr. Yakeleya.

**CHAIRMAN (Mr. Bromley):** Thank you, all those opposed, please stand. All those abstaining, please stand.

**DEPUTY CLERK OF THE HOUSE (Mr. Schauerte):** Mr. Lafferty; Ms. Lee; Mr. Miltenberger; Mr. Roland; Mr. McLeod, Deh Cho; Mr. McLeod, Inuvik Twin Lakes; Mr. McLeod, Yellowknife South.

**CHAIRMAN (Mr. Bromley):** The results of the recorded vote on the motion: nine in favour, seven abstained. The motion is carried.

---Carried

Thank you, committee. We are moving on to page 11-21, activity summary, highways, operations expenditure summary, \$47.859 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 11-22, information item, highways, active positions.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 11-25, activity summary. Mr. Krutko.

**MR. KRUTKO:** Are we under marine?

**CHAIRMAN (Mr. Bromley):** I will just confirm that we are on activity summary, marine, operations expenditure summary, \$7.928 million. That is page 11-25. Mr. Krutko.

**MR. KRUTKO:** Thank you, Mr. Chairman. In this department item we talk about marines for boats and whatnot, but a lot of our communities still depend on large traffic such as NTCL to resupply a lot of our communities. I raised this question in the House before in regards to NTCL being able to tie up their barges and unload freight and that in the community of Aklavik. They do have a little marine docking system but it is mostly for small boats. I

was talking with the larger vessels like NTCL, because they do have a problem loading and unloading. It all depends on the water levels. There is no real docking facility for these vessels. I know that there have been these built up and down the valley for NTCL to load and unload a lot of their cargo. I know I have raised this in the House I believe last fall. I was told there was going to be something done, but apparently there was a miscommunication. I think they were talking about the little marine docking system for small boats and vessels. I am talking about large vessels by way of NTCL to be able to load and unload cargo in regards to the resupply of the barges. Again, I would like to ask the Minister, what does it take for a community such as Aklavik to be able to have the proper docking facilities available for large vessels in that community?

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Minister Michael McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, this is a program that is the responsibility of Fisheries and Oceans Canada. They are responsible for maintaining and improving the marine facilities in communities across the Northwest Territories and also including Nunavut. I believe in 2003 there was some money provided through the DFO, a total of \$450,000 to provide docks along the Aklavik shoreline to support the local boaters. There has been use of this facility by the carriers that come to the community. We have had discussions with both the DFO and NTCL. They seem to think it is adequate. There are some dollars provided each year for general maintenance. We are not aware of a permanent facility for that community. We certainly can have that discussion with Canada to see whether further marine facility requirements are needed in that community. Thank you.

**MR. KRUTKO:** Mr. Chairman, I believe that it is needed. When basically there is a risk of moving goods and services on and off a vessel because you don't have the proper docking facilities, I think that is something that has to be addressed. I think a lot of our communities basically don't have year-round access and do depend on these barge resupplies that they do have to have the proper facilities. Again, I would just like to stress to the Minister if he can see if there is a possible way that we can design such a facility or even improve what is there already so that they are able to properly dock these vessels when they go into these communities.

**HON. MICHAEL MCLEOD:** We certainly would agree to provide some support for the community along with ourselves to have that discussion with the DFO. My understanding of the situation is that it is a difficult facility to construct. However, we also recognize that Canada has put some dollars in their federal budget that may be accessible. We will

commit to working with the community and follow it up to see what is possible and keep the Member informed.

**MR. KRUTKO:** Mr. Chairman, in to the ferry crossings, I know the Minister is aware the letters that he has received from a family in Tsiigehtchic who basically has fished there. The family had that area and fished on that side of the Mackenzie River for years, long before the highway was even there. Now they are being encroached on by the ferry landings, which has moved towards the individual's harvesting area where they set their nets and that. I know there was a letter sent to you as Minister. I already spoke to you about this matter. Again, I think this government should do everything it can to avoid these conflicts between people's traditional harvesting areas and where we launch our ferries. I don't know why this government does not use the ferry approach that they have used for the last 15 years, where they used to use the same approach year after year. For some reason, the last two years they have moved the approach more towards the south side and encroaching on this individual's campsite. Would the Minister seriously consider moving back to the original ferry launch area where it came straight down the hill right onto the ferry without having to encroach on this individual's harvesting area? Thank you.

**HON. MICHAEL MCLEOD:** Mr. Chairman, the Member did raise the issue. I think we had received a letter from the individual. We will see how we can accommodate the request so that the ferry system can still operate and we are not in a situation where we are disturbing anybody else. We will commit to following that up. Thank you.

**MR. KRUTKO:** Mr. Chairman, also another issue that has come up in regards to renewable resource council meetings at the Gwich'in assemblies is the amount of gravel that this government puts into the rivers on the Mackenzie and the Peel. I believe the Mackenzie is almost 1,600 cubic metres a year. The Peel is somewhere around 1,200. I think that if you have been doing that for the last 30 years, that is a heck of a lot of gravel that you have put into the river system. The concern is what effect it has on the aquatic life by way of fish spawning areas. The question they are asking is why is Fisheries and Oceans allowing the Government of the Northwest Territories to dispose of gravel into a river system and not saying or doing anything about it? Under the Fisheries Act, anybody, regardless of who you are, who throws anything into a river system or a lake system has to abide by the Fisheries Act. I think for myself I have raised this issue before and I think it's something that this government has to seriously consider.

In regards to the residents of Fort McPherson, they've raised the issue that from eight miles going south down the Peel to the Mackenzie that there's

more sandbars than they've ever seen before and they say it's in direct correlation between the approaches at the eight-mile ferry landing and it has been having an effect in regards to the flow of the river by restricting the flow of the river by moving the approaches farther and farther out into the river. It's affecting the downstream by way of these sandbars that are now in places where they've never been before. I think that has to be seriously looked at too.

I'd just like to ask the Minister if he would seriously consider looking at those by way of conducting a study of some sort and see if there is a direct correlation between that and the effects that people are seeing on the Mackenzie and the Peel.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Chair. A number of questions there. Mr. Chairman, I think the Member would agree that the rationale for using gravel is as a result of the nature of the landing. The type of soil that's in that area requires us to use gravel to stabilize the landings. There was a study done in 2001 that looked at the situation and it deemed that the process was adequate. The approaches continue to be utilized because, first of all, it's cost effective.

Mr. Chairman, we also operate under a water licence that has strict criteria to follow and we are meeting the guidelines.

Mr. Chairman, I also believe that I had responded to the Member at a different opportunity, during question period, to make the commitment that the department would look at the situation this summer as we move forward, and look at the types of options that could be incorporated for this landing. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. McLeod. Colleagues, we're on page 11-25, activity summary, marine, operations expenditure. Mr. Krutko.

**MR. KRUTKO:** Thank you, Mr. Chair. Can the Minister tell me when their water licence is up so that maybe we can intervene by way of the application?

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Mr. McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, I don't believe I have that information in front of me. I'd have to commit to provide it to the Member.

**MR. KRUTKO:** Mr. Chair, the residents I represent feel this is a concern and I think if it means having to file an intervention and a public hearing on this matter, I think that might be the way we should go. But I think that the government should seriously consider looking at some sort of permanent structures so you don't have to continue to put gravel into the river systems -- you have permanent structures in regard to Fort Providence -- and also

that you are able to look at other means of technology that's out there today. So I'd just like to know, is that an option that has been considered.

Again, if the Minister could get back to me in regards to when that licence is going to be up for renewal, so that they can consider a possible public hearing by way of a regulatory review of this issue.

**HON. MICHAEL MCLEOD:** The process for a water licence is open for Members or individuals or the general public to intervene. It's issued by the Gwich'in Water Board. My understanding is it's for 10 years, I just don't have an expiry date.

Mr. Chairman, I commit before and I'll commit again, we'll look at the different options. Right now we do not have a solution other than providing or using gravel as a stabilizer for that landing. There may be other things. We are not aware of it. We'll do as the Member's requested and look at the different options.

The method that Fort Providence is using for a ramp is not something that we are convinced is a solution. The water levels are too volatile, but there may be other things that we can come up with that will not require us to use as much gravel. Thank you.

**MR. KRUTKO:** I think the perfect solution would be a bridge.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. I didn't hear a question there, unless the Minister would like to offer any remarks.

**HON. MICHAEL MCLEOD:** Mr. Chairman, the Member is correct. Any time we have a river crossing or a stream crossing, the perfect solution is a bridge.

**SOME HON. MEMBERS:** Ohhh.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. McLeod. Colleagues, we're on page 11-25, activity summary, marine, operations expenditure summary, \$7.928 million. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 11-26, information item, marine, active positions. Mr. Krutko.

**MR. KRUTKO:** Again I'd just like a breakdown by way of P1s, P2s, P3s, and I'd like to note that there has been one position dropped in the Inuvik region and I'd like to know what's the status of that individual, who comes from my riding, and is he going to receive any severance or competition. This person worked for the government I believe for over 25 years. So I'd just like to know what type of arrangement has been worked out with this individual who has been fired, in another sense of the word.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Minister McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, the commitment for the detail of information that the Member's requesting has been committed to. We'll provide that in written form. Mr. Chairman, there has been one reduction in the Member's riding. That person will be treated fairly and will be compensated as per our layoff policy. I believe that individual is already working at other employment.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. McLeod. Colleagues, we're on page 11-26, information item, marine, active positions. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 11-29, activity summary, community marine infrastructure, operations expenditure summary, \$11,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 11-30, activity summary, community marine infrastructure, grants and contributions, contributions. Any questions? Mr. Krutko.

**MR. KRUTKO:** The Minister mentioned that there's a possibility of getting federal dollars for marine operations. Is there any idea of how much money we're talking about from the federal government?

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Minister McLeod.

**HON. MICHAEL MCLEOD:** We'll have that in all the detail.

**CHAIRMAN (Mr. Bromley):** Thank you, Minister. Mr. Neudorf.

**MR. NEUDORF:** Thank you, Mr. Chairman. Every year the department obtains, through a vote 4/5 arrangement, for \$450,000 a year from Canadian Coastguard, DFO. That's to maintain the various resupply facilities in the NWT. If money allows, then we do some upgrading as well.

The Minister had previously pointed out that the federal government did talk in their recent announced budget about \$200 million for additional marine infrastructure. We understand it's through harbours, and that means it's mostly focussed on commercial fishing activities, but we are following up on the details to see what the opportunities are for the Northwest Territories. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Neudorf. Mr. Krutko.

**MR. KRUTKO:** Again I have to agree with Mr. Neudorf, because I did read the parliamentary budget address and it did stipulate the Northwest Territories and Nunavut by way of harbour development. I think that because we're just as unique as they are, I think that for coastal communities, it works there. But being Aklavik is only 50 kilometres from the coast, so I think it's something that should be considered for those communities that are either along the coastline and

also for communities that require this type of infrastructure.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Minister McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we are still not at the point where we can indicate how those programs will be delivered in the Northwest Territories and neither have we heard how Nunavut is going to get their money. There have been some communities identified in Nunavut. We will continue to follow up on what's available and to whom. Our understanding is that right now the dollars are earmarked for fisheries and fishing communities. That includes some of the dredging programs that are being put in place for supporting the fisheries in the communities.

**MR. KRUTKO:** Well, can the Minister argue for the people that fish the big fish, the whales, such as communities of Aklavik, Tuk and so if they do harvest whales from those communities, I think it's no different than fishing. If it's anything, it's the big fish we are after, it's not the little stuff. So I would just like to...Maybe you can use that as your argument when you go forward to the feds for the community of Aklavik.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we will try to convince the government to invest as much as they can in the Northwest Territories. We have a lot of needs in the area of marine facilities. Certainly if we can convince the government to go further than just the communities that deal with commercial fishermen, that would really help us in a lot of different ways and address some of the issues that are being raised by the Member here today. Thank you.

**Chairman (Mr. Bromley):** Thank you, Minister McLeod. Page 11-30, activity summary, community marine infrastructure, grants and contributions, contributions.

**SOME HON. MEMBERS:** Agreed.

**Chairman (Mr. Bromley):** Page 11-33, activity summary, local community access roads, operations expenditure summary, \$323,000. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 11-34, activity summary, local community access roads, grants and contributions, contributions, \$313,000. Mr. Krutko.

**MR. KRUTKO:** Thank you, Mr. Chair. Mr. Chair, can we get a breakdown on where these \$313,000 are being expended, which communities?

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Minister McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we would be pleased to provide that information to the Members.

**MR. KRUTKO:** Thank you. I was just asking if Aklavik is on that list where they are getting \$50,000 a year. I am wondering if they are still on that list.

**HON. MICHAEL MCLEOD:** Mr. Chairman, not all the applications are in yet. We have Aklavik identified as a community that we expect to apply, but we have not received an application from them.

**CHAIRMAN (Mr. Abernethy):** Thank you, Minister McLeod. We are on page 11-34, activity summary, local community access roads, grants and contributions, contributions \$313,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** Agreed. Moving along to page 11-37, activity summary, road licensing and safety, Mr. Bromley.

**MR. BROMLEY:** Thank you, Mr. Chair. I just note that this section of the department ensures protection of public safety and the environment. They also are interested in future opportunities for partnerships to ensure regulatory harmonization and implementation of new ideas. These are things that always intrigue me with the possibilities. So following up on my Member's statement here earlier today, I would just like to see if the Minister may have thought more about what the possibilities are for dealing with greenhouse gas emission from vehicles and starting to take responsibility for some of the emissions that other jurisdictions are increasingly taking more responsibly throughout North America. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Bromley. Minister McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, I tried to answer that question earlier today. I will ask the deputy to see if he can provide a more detailed response to the Member.

**CHAIRMAN (Mr. Abernethy):** Thank you, Minister McLeod. Mr. Neudorf.

**MR. NEUDORF:** Thank you, Mr. Chairman. We do have a very limited number of staff in this division who are hard at work making sure that vehicle registrations are proceeding, commercial vehicle operations are safe, drivers' licences and various other activities are proceeding like they should. One of the things we do get involved with, and this happens more at the national level when we talk to our federal/provincial/territorial counterparts, is to see what other jurisdictions are doing. On the issue of fuel efficiency for vehicles, it is high on the federal government agenda and we are monitoring/watching what the federal government is doing to improve mandates and fuel efficiency standards for new vehicles coming out. We don't

have the staff or the resources to undertake that ourselves, but we certainly provide input at the federal level.

I would note that several months ago there was a motion to look at tiered registration for vehicles and if that provided an opportunity to promote fuel efficiency. We are in the process of finalizing that paper and we will be returning to committee shortly with a discussion paper for some options on that. Thank you, Mr. Speaker.

**MR. BROMLEY:** I appreciate that. There are some jurisdictions, at least three provinces that we know of, that are going forward without waiting for the federal government. So there is the opportunity to also learn from our fellow jurisdictions. I am wondering what our input has been -- perhaps this is the Minister's question -- at the federal level as referenced by Mr. Neudorf on fuel efficiency of vehicles. Thank you.

**MR. NEUDORF:** Thank you. We've been part of a couple of discussions at the national level. The Council of Deputy Ministers gets together two or three times a year to talk about these types of issues. So we've been part of those discussions. Thank you.

**MR. BROMLEY:** Once again, Mr. Chair, I am wondering if the Minister feels that his would be a good stance to take, that our input should be to encourage the federal government to adopt progressive fuel emission standards, such as three of the jurisdictions in Canada, in line with the California standards that I suspect is working its way through the North American system fairly rapidly now with Mr. Obama at the helm. But we could be ahead of the game by considering that now. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Bromley. Minister McLeod.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Chairman. I haven't been in this position long enough to attend the national conference with any of my federal colleagues. I would certainly be looking at the situation as the Member has raised to see what our position would be. Right now, we intend to work with the federal government on establishing some of the guidelines and be more focussed as we move forward towards the next conference. Thank you.

**MR. BROMLEY:** That was in the old idea category, of course. That's an old idea that's slow to be implemented. Moving onto the new ideas referenced here on page 36, I am wondering, is there a capacity and perhaps a mechanism in the department for looking to what the new future might hold in terms of these sorts of things. This is an area that is going to be moving very quickly now as we come up against the reality of global climate change and what it really means to everybody and

with this Department of Transportation, what it really means to transportation and the possible substantive move to electric vehicles and so on. Is there a mechanism within the department that is a bit forward looking, if you will, out on a limb in terms of the ideas that might fairly quickly help us with a bit of a head's up with implementation of those sorts of things? Thank you.

**HON. MICHAEL MCLEOD:** Mr. Chairman, this has been a challenge as we deal with the resources that we have to work with and try to move forward on a number of these fronts dealing with all the challenges and responsibility that this department has. We do have some staff that are looking and are talking to the CCMTA and having some of the discussions. They are fairly early in nature. I have not, as a Cabinet Minister, had the opportunity to have discussion with any organization. However, I would like to certainly take the opportunity as soon as I can to engage with my colleagues across Canada. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. McLeod. Next on my list is Ms. Bisaro.

**MS. BISARO:** Thank you, Mr. Chair. I just have a couple of questions related to this section. The first one relates to cell phone use by drivers operating vehicles. We discussed it a bit when we reviewed business plans in November and I just wondered whether or not the department has given any consideration to legislation that would prohibit the use of cell phones while the vehicle is in operation. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thank you, Ms. Bisaro. Minister McLeod.

**HON. MICHAEL MCLEOD:** Mr. Minister, this issue of distracted driving has been brought forward by a number of people and we have looked at the situation and certainly still have been considering what would all be involved if we were to move forward. Does that include eating? Does that include other things along with cell phones? And we haven't been able to completely be convinced that we are in a position where we would be able to have charges made. That is something that we need to consider and at this point we are just going to be in a holding position to wait until we have more information to move forward.

**MS. BISARO:** Thanks for that answer. I appreciate that. It's a reasonably complex issue. At one point when we were into this discussion and I believe there was a press release that occurred at some point in time between November and now...There is an awareness campaign I think that the department is running. I just wondered if I could get a little bit of an explanation or an elaboration on what sort of an awareness campaign is being run in relation to distracted drivers. Thank you.



**HON. MICHAEL MCLEOD:** There is already current legislation in place where a person using a cell phone can be charged. That's driving without due care and attention. We are looking at what's happening in other jurisdictions. Newfoundland, Nova Scotia and Quebec are the three jurisdictions that have banned cell phones. We have the smart driving program, Drive Alive, I'm sorry, that encourages people to not drive while they are distracted and that program is ongoing. Thank you.

**MS: BISARO:** Thank you for that. I do have a question with regard to the work that is being done or that I believe is going to be done relative to our licence plates. I wonder when the Minister might advise when that might come back to committee for discussion again. Thank you.

**HON. MICHAEL MCLEOD:** We had responded to an earlier question by stating that the new licence plate would be ready for review or for committee to look at probably in a month or two. Thank you.

**MS. BISARO:** Thank for the answer. My apologies for not having heard the answer previously. That's all. Thanks.

**CHAIRMAN (Mr. Abernethy):** Thank you, Ms. Bisaro. I've got nobody else on my list. We are on page 11-37, activity summary, road licensing and safety, operations expenditure summary, \$3.509 million. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** Moving along to page 11-38, activity summary, road licensing and safety, active positions. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** Moving along to the next page, which is 11-40, which is an information item, work performed on behalf of others. Any questions?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** Agreed. Page 11-41, information item, work performed on behalf of others, continued, \$1.605 million. Mr. Bromley.

**MR. BROMLEY:** Thank you, Mr. Chair. I am wondering about the Deh Cho Bridge Corporation expenditure. The amount under revised estimate for '08-09, I assume that means given the adjacent blank column that that wasn't a planned expenditure or revenue, whatever the case may be here, and that there is some dollars budgeted. I wonder if the Minister could explain this item to me and what is going on here. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Bromley. Minister McLeod.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Chairman. I believe the amounts in the budget for '08-09 are posted that way because of the timing and the approvals. Thank you.

**MR. BROMLEY:** That explains why it's in that column. I appreciate that. My other question is what is going on with these dollars. Do we have some sort of agreement where the Deh Cho Corporation will provide us the resources so that we can critique their engineering work? Is that essentially what is happening here?

**HON. MICHAEL MCLEOD:** Mr. Chairman, both the \$600,000 and \$200,000 are in the budgets for design checks.

**MR. BROMLEY:** Was the word "design checks"? Oh, yes, okay. And they are funding us to do that work, if that's correct. Thanks.

**CHAIRMAN (Mr. Abernethy):** Thanks, Mr. Bromley. Mr. Neudorf.

**MR. NEUDORF:** Thank you, Mr. Chairman. When we entered into the concession agreement, one of the areas we had agreed to work with is to the review of the design during construction. GNWT has that responsibility. We've hired advisors, some consultants to facilitate that work for us. So part of the project, part of the \$165 million project, there would be a line item there that would talk about design checks. That's the \$800,000 that is on the page here. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Neudorf. Mr. Bromley.

**MR. BROMLEY:** Yeah, I think I understand that. I am just wondering, and I want confirmed, that the Bridge Corporation supplies the dollars to do that to GNWT. Is that correct?

**MR. NEUDORF:** Yes, that's correct.

**MR. BROMLEY:** Thanks. Kind of a pedantic exercise here, but I think I've got it. Do we also have costs ourselves for this work above and beyond this amount? Thank you.

**MR. NEUDORF:** Thank you, Mr. Chairman. We've agreed as part of the concession agreement that the GNWT will be responsible to cut the tolls on the bridge. So there is a line item in our capital plan coming up, not '09-10, but '10-11, I believe, to implement some toll collection system. We had reserved some funding in the base agreement with the Deh Cho Bridge Corporation, reserved some money that we would be spending right now on our ferry and our ice bridge to undertake the O and M related to that toll collection. So that's money in our budget now essentially. It's not identified as such, but it will be when the time comes forward.

Otherwise, we, of course, do monitor what's happening with the bridge. So there is some staff time that would be dedicated to the bridge project. Thank you.

**MR. BROMLEY:** Yes, thank you. That's it for now, thanks.

**CHAIRMAN (Mr. Abernethy):** Thank you, Mr. Bromley. We are on page 11-41, which is an information...Mrs. Groenewegen.

**MRS. GROENEWEGEN:** Sorry, Mr. Chairman. Did anybody ask if there is any indication if the Deh Cho Bridge Corporation is coming back to this government for money any time soon?

**CHAIRMAN (Mr. Abernethy):** Not yet. I will go to the Minister, Minister McLeod.

**HON. MICHAEL MCLEOD:** Mr. Chairman, we do have a concession agreement for the Deh Cho Bridge Corporation to build a bridge. They have been drawing down as the project proceeds.

**MRS. GROENEWEGEN:** Thanks, Mr. Chairman. Yes, I had heard that there were some contractors, rather small contractors, local contractors, that there maybe was an issue with the cash flow on the project and some people who weren't getting paid. I was just wondering if any of that has been brought to Minister McLeod's attention. He is the MLA for that area. I was wondering if there were any financial problems being encountered with the drawdown and disbursement of funds to subcontractors. Thank you.

**HON. MICHAEL MCLEOD:** Mr. Chairman, this is really not an issue for us to intervene on. It has been raised by some of the contractors that the payment to them was not as quick as they would like. There has also been concern that our approval process is very rigid in terms of having all the required approvals. This is a project that falls under the Canadian Bridge Code and everything has to be approved for quality assurance and stamped and signed off. It can be fairly lengthy in some cases. I am not aware of any subcontractors that have not been paid. It is an issue we have raised with the Deh Cho Bridge Corporation and their subs. So as we did a review of the work done, the issues over this past year, and this is something we have asked them to look at improving. Thank you.

**MRS. GROENEWEGEN:** Thank you, Mr. Chairman. Yes, building a bridge, I imagine there are some pretty stringent issues of code and regulation and so on. I am certainly glad to hear the Minister say that our government wouldn't consider circumventing any of those on any discretionary basis. So I suppose that is a good thing. I had just wondered, from the rumours I heard, if there was any issues of cost overruns or financial difficulties that might necessarily involve this government at some point in time. That was mainly what I was getting at. Thank you.

**CHAIRMAN (Mr. Abernethy):** Thanks, Mrs. Groenewegen. I didn't hear a question. We are on page 11-41, information time, work performed on behalf of others continued, \$1.605 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** Agreed? Next page...Actually, we are done the detail. We will go back to page 11-7, which is the summary page. Department of Transportation, department summary, operations expenditure summary, \$97.060 million. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** Is committee agreed that we've concluded the Department of Transportation?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Abernethy):** Thank you, committee. I think next on our list we were going to review...Sorry. Thank you, Mr. Minister. I will thank your witnesses as well and get the Sergeant-at-Arms to escort them out of the Chamber. Thank you.

Committee, our next item of business was Tabled Document 17-16(3), Supplementary Appropriation No. 3, 2008-09. Before we go into that, we'll take a break.

---SHORT RECESS

**CHAIRMAN (Mr. Bromley):** Okay, colleagues. I would like to call Committee of the Whole to order. We have before us for consideration Tabled Document 17-16(3), Supplementary Appropriation No. 3, 2008-2009. Does committee agree?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** I will call on the Minister of Finance for opening remarks. Mr. Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. I am pleased to present Supplementary Appropriation No. 3, 2008-2009. This document outlines additional appropriations of \$17.833 million for operation expenditures and \$6 million for capital investment expenditures in the 2008-2009 fiscal year.

Major items for operation expenditures include:

1. \$5.1 million for costs associated with Northwest Territories residents receiving hospital and physician services outside of the Northwest Territories;
2. \$2.8 million for the increased costs associated with the new contractor between the Government of the Northwest Territories and NWT physicians;
3. \$1.6 million for increased costs associated with children in residential care outside the Northwest Territories;
4. \$1.2 million for increased costs associated with the Territorial Power Subsidy Program.

The major item for capital investment expenditures is the \$3 million to advance construction of an all-

weather road from Tuktoyaktuk to gravel source 177, a Building Canada Plan project.

Mr. Chairman, I am prepared to review the details of the supplementary appropriation document. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Minister. Any general comments? Before I go to that, Minister Miltenberger, do you have witnesses you would like to call?

**HON. MICHAEL MILTENBERGER:** Yes, Mr. Chairman.

**CHAIRMAN (Mr. Bromley):** Does committee agree?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Thank you, committee. I will ask the Sergeant-at-Arms to escort the witnesses in and the Minister to introduce them. Thank you.

Minister Miltenberger, please introduce your witnesses.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. I have with me Margaret Melhorn, deputy minister of Finance, and Sandy Kalgutkar, deputy secretary to FMB.

**CHAIRMAN (Mr. Bromley):** Welcome to the House. General remarks. Mr. Abernethy.

**MR. ABERNETHY:** Thank you, Mr. Chair, just to be consistent with statements or comments that I made during the review of supp one and the review of supp two in the previous budget session, we had talked about the previous supp amount of \$25 million, \$15 million of that was taken and rolled back into the departments and I believe, and at the time many of my colleagues believed as well, that that was to help the department's plan so they wouldn't have to come forward with as many supps, which left \$10 million for supps to come forward. Between the first and second supp we had spent \$6 million, leaving us with around \$3 million. When I go through this, this supp, on the operations expenditure side is \$17.88 million, which is significantly higher than the \$10 million we started with and \$3 million we had left. When I go through it I see a lot of that money is actually a nil effect to the GNWT because money is coming from other sources, but there is still about an \$11 million hit against our \$3 million that we had available, which actually puts us a long way over what we'd originally allocated for supps for the '08-09 fiscal year. So I'd like the Minister to explain that and talk a little bit more about that, given that we had hoped that we wouldn't go so high over the supp.

I think the total now with this \$11 million is going to be around \$18 million, which is less than the \$25 million we had in previous years, but it's really \$18 million plus the \$15 million that we gave the departments already so that they didn't have to

come back. So we're talking about \$33 million that the supp would have been this year if we hadn't changed the way we were doing things.

Mostly this statement is as a reminder that we had not wanted to go so high in supps and if we're going to do this in the future, and I think we've already done it or it's proposed for '09-10 to go to this similar sort of supp breakdown, we need to make sure that the departments are actually thinking about what their future expenditures are going to be. Some of these things in here -- and we'll talk to them individually as we get to them -- I think could have been predicted. Not all of them I think are surprises. A supp is supposed to be for surprises, things that we can't plan for. I think as we go through this one in particular, because it's just so much money, I think we can identify ones that the department should have been able to plan for to some capacity even if it had been a projection. I'd like to not see this much in the way of supps coming in for the '09-10 fiscal year, and this is only number three, I know there's going to be a number four. So we're even going to be higher by the time we're done.

So just some comments and I'd like some clarity on what our intentions are with the \$10 million supp fund once the Minister does his response to our general comments. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Abernethy. Any further general comments? Thank you, committee. Mr. Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. Mr. Chairman, over the last five years this is the second lowest amount of supps if you look at the list that we gave you, including the \$15 million that was already apportioned out. I think '04-05 was probably the year that was slightly lower. Every other year was significantly higher.

I take the Member's comments. We've had this discussion about the process and it's not surprises so much as we targeted areas where we know that there's costs we may not control, and rather than build in estimates into the budget, which can be imprecise, the direction has been to departments to in those areas where, like some of the hospital health costs come back when you've spent the money, or as you'll notice in some of the information that we've given you there is some significant cost increases from some of the out-of-territory suppliers.

We're always interested, this is a new process where we took \$15 million and carved it up among the departments. We would like to be as precise as possible, as well, and we're very interested in working with committee to figure out what's the best way to be as accurate as possible in this area. Keeping in mind all the years that I have been around, even before we came in government there

always seemed to be these types of costs in government. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Miltenberger. We'll move on to detail if committee is agreed.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** We'll start on page 5, Legislative Assembly, operations expenditures, Office of the Clerk, not previously authorized, \$120,000. Is committee agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total department, not previously authorized, \$120,000. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Moving to page 6. Executive, operations expenditures, executive offices, not previously authorized, executive operations, \$163,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total executive offices, \$163,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Moving to page 7, Executive, operations expenditures, Human Resources, not previously authorized, directorate, \$526,000. Mr. Ramsay.

**MR. RAMSAY:** Thank you, Mr. Chairman. Mr. Chairman, I know my colleague Mr. Abernethy was talking about departments and things that they could anticipate coming in the years I've been here, and years previous to that, my knowledge of collective bargaining with the UNW is something you can almost script. Every three years you're going to have negotiations. You can go back and find out what you spent your money on three years ago and budget accordingly. I'm not sure why the \$276,000 shows up via supplementary appropriation. I think it should be something the department budgets for every three years. They know it's coming. It's like clockwork; it's going to happen and you should budget accordingly.

The \$250,000 for a physicians' contract, that's something I believe we should know is coming as well, but that I can accept a little bit more readily than the contract negotiations with the UNW. I think we need to get a handle on what those costs are and budget for them and it shouldn't come through a supp, Mr. Chairman. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Ramsay. Not a question, but Mr. Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. Mr. Chairman, this is one of the cases where the department was instructed to come back once the funds had been expended and there was an exact amount. The costs aren't the same from

Collective Agreement time to Collective Agreement time, nor are the folks that we hire to be negotiators or the costs that they may charge. I'll maybe ask Minister McLeod, responsible for HR, to speak a bit more about the process. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Minister Miltenberger. Minister Bob McLeod.

**HON. BOB MCLEOD:** Thank you, Mr. Chair. As the Minister of Finance has indicated, the previous Financial Management Board direction has been that the cost of collective bargaining not be included in the base budget primarily because the costs don't occur every year and they are variable from one collective bargaining cycle to another. So, for example, collective agreements could last from two years to four years. So it makes it difficult to predict when funding will be required.

But on a personal level, I should serve notice that we'll be seeking ongoing funding for collective bargaining, because we feel that we should be in a much stronger position if we had base funding for collective bargaining built into our budget and we'll be seeking funding for that purpose in the future. Thank you, Mr. Chair.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. McLeod. Mr. Ramsay.

**MR. RAMSAY:** Thank you, Mr. Chairman. If that's the case and this is just the Department of HR, if that's the case and the government's attitude towards budgeting: figure out what it costs and come back to us later. That change in how we fund the supp reserve and going from \$25 million to \$10 million, that's just not going to work. Obviously departments are going come back for more than \$10 million. Specifically I'd like to ask the Minister, through you, Mr. Chairman, what exactly did HR spend the additional supp money on if they don't have any money to be spending on the contract negotiations? Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Ramsay. Minister Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. According to the information that we've provided, there was \$120,000 on corporate human resource services; employee services for \$600,000; for increased costs associated with employee medical travel and dental costs, \$400,000 for that; and addressing the pay and benefits backlog, \$300,000, and they have \$80,000 put towards the Human Resource Strategy and policy. Thank you.

**MR. RAMSAY:** Thank you, Mr. Chairman. What is the Minister's strategy for dealing with the lowering of the supp reserve to \$10 million, given the fact that you're going to let departments continually come back for more money? How are departments going to be kept in check so that the \$15 million that was dispersed or is going to be dispersed again next year to the departments, how are we

going to maintain that departments use that money for what they say they're going to use it for and we're not overspending our supp reserve by eight to 10 million dollars? Thank you.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. As I indicated when we previously met, we are of course looking for the advice of committee and Members. This is a new process, this is the first year. So we had the discussion over do you budget estimates into your actual budget or do you wait for them to come back.

I would point out, as well, that the growth of government is probably the lowest it's been in this budget than it's been in many a year, thanks to the work that was done in the last budget and carried forward to this budget. We're very sensitive to trying to control our costs, especially now where we expect our revenues to be squeezed significantly. So we've chosen a path where we put the \$15 million in. If upon review after one year and we want to make adjustments, we'd be more than happy to and interested in the feedback from committee and suggestions. Thank you.

**MR. RAMSAY:** I appreciate the Minister's offer for suggestions. I'd be willing to take him up on that. Maybe we should be taking a look at the business planning process in its entirety and holding departments more accountable for what material is provided to Members during the business planning process and saying no. I mean, if FMB or Cabinet doesn't want to say no, maybe the Regular Members would say no to some of this extraordinary spending that's coming forward. I mean, that's the type of discussion that we're going to have to have, Mr. Chairman. Thank you.

**HON. MICHAEL MILTENBERGER:** Mr. Chairman, FMB does say no with some regularity. They have a fairly tight hand on the purse strings, but we know that there are pressures in program areas that are important to all of us. The issue of the business planning process we started with capital planning, last year we split it out for the first time and I agree with the Member where we want to look at how things are working and if we have to adjust and fine tune and we should be looking to do that before we get too far into spring. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Minister Miltenberger. Next I have Ms. Bisaro.

**MS. BISARO:** Thank you, Mr. Chair. I want to express pretty much the same comments that were expressed earlier by Mr. Abernethy and Mr. Ramsay. I, too, have had great difficulty with the size of this supp as it has come forward. It was my expectation that with departments having a certain amount of money to sort of deal with on their own that it might reduce the amount of the supplementary appropriations that have come forward and it has not. So I'm a little disappointed in that.

I think philosophically that giving money to the departments up front, giving the \$15 million out is a good idea. I think we should continue to do that, but there has to be some change somewhere in either the mentality of departments or in the mentality of us here, similar to what Mr. Ramsay said. Maybe we have to say no once or twice to get people to wake up and recognize that no, you can't always be asking for money and always get it.

With regards to HR and the two expenditures on this page, at the risk of being repetitive, I feel very much as Mr. Abernethy does and I'm really pleased to hear from Minister McLeod that they're going to start asking for funding on an annual basis to fund negotiations. It's my feeling that we ought to be able to at least approximate a certain amount of money that's going to be required for negotiations in any year when we are doing contract negotiations. If it varies by \$100,000 one way or the other, well, that's to be expected, but we should at least be putting an amount into the budget to indicate that, yes, we are expecting to negotiate, and probably doing it over multi years is better than doing it at any one year in that it may, unlikely, but it may confuse the union as to what kind of money they are maybe going to be able to work with.

So I can accept these expenditures, but I don't like it. I recognize that there are costs that we have to bear, but I would think that we need to plan better in the future. That's all. Thank you, Mr. Chair.

**CHAIRMAN (Mr. Bromley):** Thank you, Ms. Bisaro. Minister Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. Not wanting to chew anybody's cabbage twice, I'll just thank the Member for her comments and indicate once again that we're interested to look at making this system as effective as possible for all of us, and that my own sense is, being around a while, is that these costs are going to be incurred, it's just a matter of how we account for them, how accurately we can do it and how far ahead we can. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Minister Miltenberger. Committee, we're on page 7, Executive, operations expenditures, Human Resources, directorate, not previously authorized, \$526,000. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Human Resources, \$526,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 8, Executive, operations expenditures, Financial Management Board Secretariat, government accounting, not previously authorized, \$1.219 million. Ms. Bisaro.

**MS. BISARO:** Thank you, Mr. Chair. I guess I just have to express my dismay at the amount of money

that we're spending on the Territorial Power Subsidy Program. I know our power rates are high, but it's a huge amount of money that we're giving away. This supp is for \$1.2 million and when I look at the reserve that was allocated to FMB, another \$225,000 went into the Territorial Power Subsidy Program. So it's like \$1.5 million over and above what we budgeted that's going in there. So I don't really have a question. Again, I think this is more a comment against this particular program, which we have to change somehow, somewhere. I don't have a solution, unfortunately. So thank you, Mr. Chair.

**CHAIRMAN (Mr. Bromley):** Thank you, Ms. Bisaro. Any comments, Minister Miltenberger?

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. I think there's a fundamental agreement that subsidies in the long term are not sustainable and not the goal of any operation like ours. But the reality is until we can make the cost of power affordable in the communities, we've embarked on the Territorial Power Support Program and in fact we also have \$9 million in for a commercial subsidy to try to lower the cost of power and hopefully the food basket in communities. It is a cost, but for all of us that are on hydro, it's something that we take for granted. The other thing that people on hydro never have to worry about is they never have to worry about 700 kilowatts, but all the other people in the small communities do. So this is an issue we have to be very careful of. We've made a commitment as a Territory and a government of the value of the regions and communities, and this is one of the costs that goes with it. But this is why we put \$60 million into alternative energy to try to bring some of those costs under control. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Miltenberger. Ms. Bisaro.

**MS. BISARO:** No, that's all. Thank you, Mr. Chair, and I agree with the Minister.

**CHAIRMAN (Mr. Bromley):** Thank you for that comment. Committee, once again, we're on page 8, Executive, operations expenditures, Financial Management Board Secretariat, government accounting, not previously authorized, \$1.219 million. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total Financial Management Board Secretariat, \$1.219 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total department, \$1.908 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 9, Public Works and Services, operations expenditures, asset management, not previously authorized, \$640,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total department, \$640,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 10, Health and Social Services, operations expenditures, health services programs, not previously authorized, \$8.033 million. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Supplementary health programs, \$1.2 million. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Community health programs, \$1.6 million. Agreed?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total department, \$10.833 million. Mr. Krutko.

**MR. KRUTKO:** Out of the \$10.8 million, how much of that is for the Inuvik Health Board?

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Mr. Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. We don't have that number, though we do have the number of deficits, but I don't have that specific number out of the \$10 million.

**CHAIRMAN (Mr. Bromley):** Thank you, Minister Miltenberger. Does the Minister of Health...Sorry, Minister Miltenberger.

**HON. MICHAEL MILTENBERGER:** Mr. Chairman, if we are looking at the total \$10 million, I looked on the list. There is nothing specifically earmarked for funding to health boards except the mammography in Hay River. The rest of the costs are for physician services in the Northwest Territories or outside of the Northwest Territories. There is supp health or children in care. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Minister Miltenberger. Ms. Bisaro.

**MS. BISARO:** Thank you, Mr. Chairman. As much as I am somewhat flabbergasted by the amount of money that we have to approve here, I can see that these costs are ones that we don't have a heck of a lot of control over. I am somewhat concerned when I look at the information we were given on the utilization of the supplementary reserve. Of the over \$6 million that the Health department got in their supplementary reserve fund, \$2.3 million went to Stanton Hospital and \$2.3 million went to the Beaufort-Delta Health and Social Services Authority as one-time funding. That concerns me. That is a pretty healthy amount of money. By giving these lump sum payments to these two authorities, it means that there was some \$5 million which wasn't available to the department to kind of offset some of the costs that we are being asked to approve in this supplementary appropriation. It is a bit of a shell

game, I think. I am concerned about the huge costs that we have to bear with Health and Social Services. I doubt the Finance Minister has an explanation, but I would love to hear one if he has it. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Bromley):** Thank you, Ms. Bisaro. Minister Miltenberger.

**HON. MICHAEL MILTENBERGER:** Mr. Chairman, those two figures were money that was put towards both the Stanton and to Inuvik Health and Social Services Authority as an offset to help them cover some of their costs and mitigation measures that they weren't able to implement. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Miltenberger. Ms. Bisaro. We are moving on to Mr. Abernethy.

**MR. ABERNETHY:** Thank you, Mr. Chairman. In my opening comments I talked about areas we should have been able to predict that there would be some costs. I know it would be difficult, but I think that in the areas of providing funding for services incurred outside of the Northwest Territories, that \$5.1 million, also the increased costs resulting of the finalization of the new physician contract, the \$1.2 million for supp health, the increased costs associated with requirements for children residing in residential care outside the Territories, those are things that I mean, the physician negotiations we know are coming. Granted, we don't know what the results are going to be, but it is an area that if we do forecasting and some projections we should be able to come up with some idea of...Even if we are low, it is better than coming forward with the full amount later, in my opinion.

You are asking for recommendations from us. Do some forecasting. Do some projections. Try and get as close as you reasonably can, knowing that in both, all four of these areas, it is probably impossible to get a bang-on totally accurate total, but put money in the budget instead of coming back for a supp.

The supp you are asking for here, \$10.8 million for Health? That is bigger than our whole supp reserve fund. That one department just took the whole reserve fund right there. It is gone. I think there should be some expectation on the departments to do some forecasting, modelling and projections on the areas of known expense in every one of these four. I would find it unbelievable if the department totally had no clue that these things would be coming. This is more of a comment. I think we should do some more forecasting.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Abernethy. Minister Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. There are a number of points for discussion here. I believe one of the issues with

collective bargaining is -- and we have had this discussion before -- if we put the money in the budget when we are going to negotiations, it tends to be a giveaway as was the concern with capital projects, which is why, when we put out the information, we don't have the dollar figure in, so that it is not...People don't know exactly the amount in the budget and they tailor their bids to the amount.

The other issue is, yes, the departments have estimates, but the practice has been in these areas, come back when you spent the money and you will know what you exactly need. If we want to build in estimates, we have to have that discussion and our best guess is that there has just been a reluctance to do that especially for Health which tends to come back on a fairly regular basis for funding. Thank you.

**MR. ABERNETHY:** Thanks to the Minister for that. I get that especially around the Collective Agreement and bargaining stuff. In that argument itself, in my opinion, it suggests that we didn't get it right the first time when we reduced the supplementary reserve to \$10 million. If we know that Health, as an example, is going to come back with these things on a regular basis, to suggest that \$10 million is ever going to be enough isn't realistic. So either we have to put more money back into the supp under the understanding that these types of things are going to happen on a regular basis or we have to find a new way of doing things so that this forecasting and modelling can be done and built in somewhere so it doesn't pop into the supps. Ten point eight million dollars for Health. That is more than our entire supp amount was. Something has to be done here, otherwise we are just going to keep coming back and blowing that \$10 million every year. I would like us to actually hit some target that we have actually set for ourselves. That would be amazing and awesome. Thank you, Mr. Chairman.

**HON. MICHAEL MILTENBERGER:** We will look forward to having that discussion early in the spring here as we sort out going forward into 2010-11. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Minister. Is there anything further? We are moving on to the bottom of page 10, total department, \$10.833 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 11, Education, Culture and Employment, operations expenditures, education and culture, not previously authorized, \$3 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total department, not previously authorized, \$3 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 12, Transportation, operations expenditures. Ms. Bisaro, did you have your hand up? Yes, Ms. Bisaro.

**MS. BISARO:** Thank you, Mr. Chairman. I wanted to ask, the supp is indicating \$56,000 for increased utility costs, another \$382,000 further down in highways and then again in marine and again in road licensing and safety. I look at the supplementary reserve amount that went to Transportation; it shows \$800,000, which was for utility budget deficiencies. Do we have the \$996,000 for utilities deficiencies plus the \$800,000 from the supplementary reserve? Is that all going to utility deficiencies? Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Ms. Bisaro. Mr. Kalgutkar.

**MR. KALGUTKAR:** Thank you, Mr. Chairman. The Department of Transportation received about \$800,000 in supplementary appropriations in 2007-08. That brought the utilities budget for the other department to about \$5.1 million. To keep that budget at the same level in 2008-09, it allocated \$800,000 of its supp reserve into the budget to keep it at \$5.1 million. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Kalgutkar. Ms. Bisaro.

**MS. BISARO:** Thank you for the explanation. I'm not sure I totally followed it. Does that mean, then, that the department budgeted in 2008-09 for utility costs which they knew they were going to go over? That kind of is what I thought I heard Mr. Kalgutkar say, that the budgeted amount was too low and they knew that going into their budget in 2008-09, so they had to take the reserve and put it in there before they ever started. If that is the explanation, I'd like that confirmed. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Ms. Bisaro. Minister Miltenberger.

**HON. MICHAEL MILTENBERGER:** Mr. Chairman, the budget in 2007-08 was too low, resulting in a requirement for a supp which brought them up to the level that they are at. Then they used the money that they were given from their share of the supplementary appropriation to maintain that figure. The numbers we are seeing that would assume are costs over and above keeping their utility costs at that level that they got the supp for back in 2007-08.

**MS. BISARO:** At the risk of belabouring the point, thank you, Mr. Chairman. I am having trouble understanding the budgeted dollar amount for utilities in 2008-09. Was it totally out of line? How come we had to put \$800,000 in from the supplementary reserve right off the bat?

**CHAIRMAN (Mr. Bromley):** Thank you, Ms. Bisaro. Ms. Melhorn.

**MS. MELHORN:** Thank you, Mr. Chairman. In 2007-08, the department required to come back to request supplementary funding in the order of \$800,000 because their budget was not sufficient to meet their costs. Recognizing going into the 2008-09 fiscal year that they would need additional funding in their utilities budget, they allocated \$800,000 from the supp reserve to their utilities budget since they recognize that the budget, as it stood, was insufficient. The amounts in the supp bill today represent the fact that, despite having put the \$800,000 into their 2008-09 budget, high fuel prices in 2008-09 resulted in the budget being insufficient in 2008-09 as well, despite having put the \$800,000 into the budget.

**MS. BISARO:** Thanks for the explanation. I guess it just begs the question as to why the budgeted figure for utilities didn't start with the \$800,000 in it. I will just leave that as a comment. I don't think the question needs an answer. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Bromley):** Thank you, Ms. Bisaro. Just to confirm, we are on page 12. Transportation, operations expenditures, airports, not previously authorized, \$56,000. Mr. Krutko.

**MR. KRUTKO:** Just in regards to the supp again. I am just wondering why it wasn't brought forward during the fiscal year 2007-08 when you did have the deficit and which you were able to account for that fiscal year than bringing it forward to 2008-09. Why wasn't it addressed at that time?

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Mr. Minister.

**HON. MICHAEL MILTENBERGER:** There was a supp done in 2007-08 to cover off the \$800,000. They were short out of their supp reserve, a portion of last year. They put \$800,000 in out of it to keep their utilities figure where it was so it was dealt with in both years.

**MR. KRUTKO:** Again, just following up on Ms. Bisaro's question, why is it that we gave every department an increase in regards to their expenditures so they don't have to come forward for more supps by \$10 million? But yet, here we are again with \$20 million in supps. The whole intention of that was so this type of activity doesn't happen, so we are not here talking about something that happened in 2007. I'd like to know exactly why we would allow that decision to be made, assuming that we won't have these types of situations which we are dealing with today. But yet we are here again dealing with a \$23 million supp. Again, why did you make that decision on one hand to give all this money to these departments so they don't have to use up all the supps in the fiscal year? But yet when we seem that to whomever thought of that idea was off by the mark by at least \$30 million.



**HON. MICHAEL MILTENBERGER:** Mr. Chairman, during this time period we were faced with extremely high rising and extremely high fuel costs before they peaked out and started to come down. A lot of the budgeting was done trying to compensate for those costs that were going up in some cases on a monthly or sometimes even daily basis and reflects that pressure of that time. Thank you.

**MR. KRUTKO:** Mr. Chairman, it is good for this government to use this scenario. The communities are in the same predicament. They have the same types of costs. They have basically deficits that are running because of these unpredictable costs. The budget isn't designed to deal with these types of trends, but yet we are not there to help out the communities. Now we are saying sorry, you are on your own. You have to budget. Sorry, you have to fend for yourselves. I would like to know exactly why is it that we allow this to happen in government but yet we are telling the municipalities and the small communities you have a deficit. Get out of it. Is there any help for the communities in regards to their deficits using the same argument of basically high fuel energy costs in those communities? Is there going to be a supp for the communities also?

**HON. MICHAEL MILTENBERGER:** I understand the formula that they have builds in and offsets this budget that is currently before the House. It has a 9 percent increase for communities in a time when the average growth of government is down probably in the 1, 2 or 3 percent range. Plus we have managed to offset 16 cents a litre for our other fuels this year because of some of the benefits we have realized by coming over the top and the lowering price of fuel. Thank you.

**MR. KRUTKO:** Thank you for the 16 cents price reduction, but they are still paying \$1.56 a litre in those communities. That didn't really do much by way of bringing them in line with other communities where they have to pay \$1.20 a litre. Again, that is neither here nor there. How come we can do it for government departments but we can't do it for agencies and communities to help them deal with this issue such as departments?

**HON. MICHAEL MILTENBERGER:** Municipal and Community Affairs will be before this House soon. The issues about the type of arrangement, the funding arrangements, the formulas, which I believe are very generous, are there for review. We have built a 9 percent increase into the budget. We have given, though the Member may say it is neither here nor there, 16 cents a litre. I would suggest the pressure we were getting from the Members themselves about bringing that price down would indicate that 16 cents a litre is still nothing that could be sneezed at in this day and age and that we are constantly looking at ways to be as

supportive as we can to all communities. Thank you.

**MR. KRUTKO:** Mr. Chairman, my point is that we are telling other people to tighten their belts, operate within your expenditure levels and basically be cognizant of the situation around you, and yet again we have communities that are in a deficit situation. People have to pay more power rates. People are paying more in regards to their water bills. People are paying more by way of their expenditures in their communities and basically they are telling us that they are struggling, but yet they see government operating in this manner. No wonder they get frustrated with the way government spends its money.

You are telling somebody to do something. You should practice what you preach, especially when it comes to people in the Northwest Territories and municipalities and governments so that they basically operate like this. Any time they have a deficit, they can just call for more dollars and say, oh, I am not going to have to worry about the department and government. I'm going to get bailed out anyways, so I will just go to the Legislative Assembly and get a supp for \$20 million and it will be hunky dory. We are in business again.

I think this government has to face the reality that you are accountable to the public. When you spend money, it should be within good reason. When we are given more money than they actually need and they still run deficits, I think there is something wrong with the picture.

**HON. MICHAEL MILTENBERGER:** I would like to point out, as well, that the majority of this money is program money that is spent at the community level. The money for fuel and utilities is for the cost across the government in all of the communities, not just headquarters. We have built in the \$60 million to try to do alternate energy to lower cost of living. We have a 9 percent increase for communities. I recognize the issue by the concern raised by the Member, but we have to keep in mind that a lot of this money is program money for communities. Thank you.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Minister. Once again, we're on page 12, Transportation, operations expenditures, airports, not previously authorized, \$56,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Highways, \$682,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Marine, \$244,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Road licensing and safety, \$14,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total department, \$996,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 13. Environment and Natural Resources, operations expenditures, forest management, not previously authorized, \$386,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total department, \$386,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Page 14, Health and Social Services, capital investment expenditures, health services programs, not previously authorized, \$250,000.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Community health programs, \$2.750 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total department, \$3 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Does the committee agree that consideration of Tabled Document 17-16(3) is concluded? Thank you, committee, for keeping us on our toes. We'll go to page 15. Transportation, capital investment expenditures, highways, not previously authorized, \$3 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Total department, \$3 million. Mr. Krutko.

**MR. KRUTKO:** Thank you, Mr. Chair. I'd like to know, with the Building Canada Fund, what's the availability of other communities to be able to take advantage of this program in regard to the Community Access Road Program, such as the community of Aklavik.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Krutko. Minister Miltenberger.

**HON. MICHAEL MILTENBERGER:** Thank you, Mr. Chairman. There are opportunities over the life of the fund for communities to apply for assistance in a number of project areas. Thank you.

**MR. KRUTKO:** That's exactly my point. I believe the program before, we were looking at seven years. Now I believe it's been shrunk down to two or three years. That's why I'm asking. Is it now possible for those communities who are now in the planning stage and basically having to come forward with an engineered building design of a road system being able to access this Building Canada Fund under the same premise as to their the gravel sources?

**HON. MICHAEL MILTENBERGER:** I will refer the question to Minister Michael McLeod.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Miltenberger. May I have Mr. Michael McLeod respond.

**HON. MICHAEL MCLEOD:** Thank you, Mr. Chair. The Building Canada Fund was set up to run over the course of seven years. We have put in three budget years of submissions. There are still four years. The Member is correct, of course, that the federal government has indicated their desire to fast-track the programs. There has been no agreement reached yet. That is still something we are looking at in terms of additional funding or funding at the end of fast-track in two years. There is some concern that fast-tracking with the amount of money we have, given the resources we have, would really be a challenge. We expect we can do it, but it would make things very difficult. So we would like the opportunity to discuss with them if there's going to be a new source of funding at the end of two years or would we be better off to look at dealing with a three-year or a four-year budget to make it more accommodating. The decisions are still far from being made and the discussion is ongoing. Thank you.

**MR. KRUTKO:** Mr. Chair, knowing that we had seven years and I think that four years is probably more reasonable than the two years the federal government are asking for. For me, that's the issue, is that we have to ensure that those communities that are working on a similar project which basically we are expending money by way of engineering design, that we should try and find a way that we allow for those projects to be treated in a similar manner as this project. I'd just like to get some assurances that the project, especially the one in Aklavik, will be coming forward by way of some capital expenditures, hopefully by this fall. I know they are developing a report and I think they're hoping to have it ready by April. I'd just like to know exactly when will those other potential projects be seeing the light of day by way of the capital for these different departments.

**HON. MICHAEL MCLEOD:** Mr. Chairman, as I indicated, we have submitted year three for consideration by the federal government. We have not submitted anything...We have and had submitted a tentative plan outlining what we would do to fast-track, however, that has not been agreed to yet. There are still a number of communities that have indicated they want to come forward and MACA has been dealing with those along with the NWT Association of Communities. So there is some discussion ongoing regarding community projects. Thank you.

**CHAIRMAN (Mr. Bromley):** We're on page 15, total department, not previously authorized, \$3 million.

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Thank you committee. Do you now agree that consideration of Tabled Document 17-16(3) is concluded?

**SOME HON. MEMBERS:** Agreed.

**CHAIRMAN (Mr. Bromley):** Thank you. Mr. Beaulieu

COMMITTEE MOTION 9-16(3):  
CONCURRENCE OF TD 17-16(3),  
SUPPLEMENTARY APPROPRIATION NO. 3,  
2008-2009  
CARRIED

**MR. BEAULIEU:** Thank you, Mr. Chairman. I move that consideration of Tabled Document 17-16(3), Supplementary Appropriation No. 3, 2008-2009, be now concluded and that the Tabled Document 17-16(3) be reported and recommended as ready for further consideration in formal session through the form of an appropriation bill.

Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Bromley):** Thank you, Mr. Beaulieu. A motion is on the floor and it is being distributed now. The motion is in order. To the motion.

**SOME HON. MEMBERS:** Question.

**CHAIRMAN (Mr. Bromley):** Question has been called.

---Carried

I'd like to thank the Minister and your witnesses and ask that the Sergeant-at-Arms escort the witnesses from the Chamber.

What is the wish of the committee for the next consideration? Mr. Beaulieu.

**MR. BEAULIEU:** Thank you, Mr. Chair. I move to report progress.

---Carried

**CHAIRMAN (Mr. Bromley):** I will now stand and report progress.

### Report of Committee of the Whole

**MR. SPEAKER:** Can I have the report of Committee of the Whole, please, Mr. Bromley.

**MR. BROMLEY:** Mr. Speaker, your committee has been considering Tabled Document 11-16(3), NWT Main Estimates 2009-2010, and Tabled Document 17-16(3), Supplementary Appropriation No. 3, 2008-2009, and would like to report progress, with two motions being adopted and that consideration of Tabled Document 17-16(3) is concluded, and that the House concur in those estimates and that an appropriation bill to be based thereon to be

introduced without delay. Mr. Speaker, I move that the report of Committee of the Whole be concurred with.

**MR. SPEAKER:** Thank you, Mr. Bromley. Motion is on the floor. Do we have a seconder? The honourable Member for Great Slave, Mr. Abernethy.

---Carried

Item 22, third reading of bills. Mr. Clerk, item 23, orders of the day.

### Orders of the Day

**CLERK OF THE HOUSE (Mr. Mercer):** Orders of the day for Tuesday, March 3, 2009, at 1:30 p.m.:

1. Prayer
2. Ministers' Statements
3. Members' Statements
4. Returns to Oral Questions
5. Recognition of Visitors in the Gallery
6. Acknowledgements
7. Oral Questions
8. Written Questions
9. Returns to Written Questions
10. Replies to Opening Address
11. Petitions
12. Reports of Standing and Special Committees
13. Reports of Committees on the Review of Bills
14. Tabling of Documents
15. Notices of Motion
16. Notices of Motion for First Reading of Bills
17. Motions
18. First Reading of Bills
19. Second Reading of Bills
20. Consideration in Committee of the Whole of Bills and Other Matters

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- Tabled Document 7-16(3), Ministerial Benefits Policy
  - Tabled Document 11-16(3), Northwest Territories Main Estimates 2009-2010
  - Committee Report 2-16(3), Standing Committee on Rules and Procedures Report on Matters Referred to the Committee
  - Bill 1, An Act to Amend the Historical Resources Act
  - Bill 3, International Interest in Mobile Aircraft Equipment Act
  - Bill 4, Public Library Act
  - Bill 5, Professional Corporations Act
  - Bill 7, An Act to Amend the Student Financial Assistance Act

21. Report of Committee of the Whole

22. Third Reading of Bills

23. Orders of the Day

**MR. SPEAKER:** Thank you, Mr. Clerk. Accordingly, this House stands adjourned until Tuesday, March 3, 2009, at 1:30 p.m.

--ADJOURNMENT

The House adjourned at 7:32 p.m.