

**LEGISLATIVE ASSEMBLY OF THE
NORTHWEST TERRITORIES
5TH COUNCIL, 32ND SESSION**

**RECOMMENDATION TO COUNCIL
NO. 6-32**

TABLED ON JANUARY 25, 1966



8th December, 1965.

Confidential - Not for
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of Council.

NORTHWEST TERRITORIES

**RECOMMENDATION TO COUNCIL NO. 6
(First Session, 1966)**

**ASSISTANCE TO COMMUNITY ORGANIZATIONS
TO BUILD LOCAL ACCESS ROADS**

DISPOSITION

Accepted as Read.....
Amended.....See Text
Rejected.....See Text
Deferred.....See Text
Not considered.

ASSISTANCE TO COMMUNITY ORGANIZATIONS TO
BUILD LOCAL ACCESS ROADS.

At its 30th Session held at Yellowknife, in June 1965, the N.W.T. Council requested a study of ways and means to help community organizations participate in the construction of local access roads. (Debates, 30th Session, Vol. 1, Page 590).

The Department of Northern Affairs and National Resources was subsequently asked by the Commissioner to comment on the request made by Council. The following advice was received from the Engineering Division of the Department of Northern Affairs and National Resources in this regard.

1. Introduction

Before a study is made of the feasibility of employing community organizations on construction of local access roads in the N.W.T., a review of the practices that have been employed up to the present time would be appropriate. It might be construed from some of the remarks one hears when visiting northern communities that the residents feel they are frequently by-passed in the process of awarding contracts and executing the work in their own settlements.

2. Present Practices

Except in rare cases where specialized skill and equipment are required, and which are known to be unavailable in the north, the following practices are, and have been, in effect: -

- 1 - Local contractors are always made aware of pending contract work in their community which would be suitable to their forces and they have always been fully entitled to submit bids on such work. Advertising of proposed contract work has been made by direct contact or through local newspaper and other advertising media.
- 2 - In almost all contracts, a stipulation is made that the Contractor must employ as much local labour as possible. He is directed to contact the local Liaison Officer to establish what suitable labour force is available. A current example is the Poole Contract on the Fort Smith Highway. Another example was that of Mannix Co. in 1963 when they solicited local labour in Hay River for clearing a portion of the Mile 0-38 section of the Fort Smith Highway. (This met with only partial success because of lack of interest on the part of local labour, and on the part of a major food store in Hay River to provide the necessary services and supplies).
- 3 - Large right-of-way clearing projects such as the Yellowknife Highway, Ingraham Trail, Marian Lake Road (later abandoned), were carried out in co-operation with local Indian Agents and by employment of labour exclusively from local communities.
4. Access roads and small construction jobs are almost invariably carried out by hiring local equipment at hourly rates, supervised by a local government officer. Examples are: The reconstruction of Mile 0-16 of Ingraham Trail where several local Yellowknife firms were employed; the clearing of the Seismic Array line near Yellowknife where the Access road was cleared by local equipment; the reconstruction each year of the Snye Crossing at Fort Simpson and maintenance of the Airport Access road by local equipment; the construction of Access roads in the settlement of Rae.

3. Recommendation

The Commissioner recommends that present practices of giving priorities to, and providing opportunities for local labour and organizations to participate in the construction of access roads and other local works be continued.