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Speaker: The Hon. Red Pedersen, M.L.A.

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TABLE OF CONTENTS

WEDNESDAY, FEBRUARY 15, 1989

	<u>PAGE</u>
<b>Prayer</b>	192
<b>Ministers' Statements</b>	
- 7-89(1) Environmental Contaminants	192
<b>Members' Statements</b>	
- Mr. Lewis on Culture and Communications	193
- Mr. Ernerk on Culture and Communications	194
- Mr. Angottitauruq on Culture and Communications	194
- Mr. Whitford on Mental Health Program	195
- Mr. Gargan on Death of Youth, Hay River Reserve	233
<b>Oral Questions</b>	195
<b>Written Questions</b>	208
<b>Tabling of Documents</b>	208
<b>Notices of Motion</b>	208
<b>Consideration in Committee of the Whole of:</b>	
- Committee Report 1-89(1)	
- Bill 1-89(1) Appropriation Act 1989-90	
- Department of Transportation	209
<b>Report of Committee of the Whole of:</b>	
- Committee Report 1-89(1)	
- Bill 1-89(1) Appropriation Act, 1989-90	233
<b>Orders of the Day</b>	233

YELLOWKNIFE, NORTHWEST TERRITORIES

WEDNESDAY, FEBRUARY 15, 1989

MEMBERS PRESENT

Hon. Titus Allooloo, Mr. Angottitauruq, Mr. Arlooktoo, Hon. Michael Ballantyne, Hon. Tom Butters, Hon. Nellie Cournoyea, Mr. Crow, Mr. Ernerk, Mr. Gargan, Hon. Stephen Kakfwi, Mr. Kilabuk, Mr. Lewis, Hon. Jeannie Marie-Jewell, Mr. McLaughlin, Mr. Morin, Hon. Dennis Patterson, Mr. Pollard, Hon. Red Pedersen, Mr. Pudluk, Mr. Sibbeston, Mr. Whitford, Hon. Gordon Wray, Mr. Zoe

ITEM 1: PRAYER

---Prayer

SPEAKER (Hon. Red Pedersen): Orders of the day for Wednesday, February 15, 1989. Item 2, Ministers' statements. Mr. Patterson.

ITEM 2: MINISTERS' STATEMENTS

Ministers' Statement 7-89(1): Environmental Contaminants

HON. DENNIS PATTERSON: Thank you, Mr. Speaker. Mr. Speaker, all of us have every reason to be seriously concerned about contaminants being found in the Northwest Territories. These contaminants originate from many parts of the world and may negatively affect humans, plants and animals.

We also, I am sure, realize that the problem of contaminants, for the most part, does not originate and is not isolated to the North. It is a problem that must be addressed by every country of the world. It is a problem that will not be resolved without strong, deliberate and co-ordinated action by all levels of government, industry, the scientific community and the support of the public.

Formation Of Subcommittee To Deal With Contaminant Issue

Our cabinet is dedicated to this approach and has asked me to establish a subcommittee made up of myself, the Minister of Health and the Minister of Renewable Resources, to put in place the structure and action necessary to deal with the contaminants issue. This is a priority matter. We will be using whatever tools we can to ensure pressure is maintained on federal authorities who share responsibility in this area.

To assist us in this important mission, we have arranged for cabinet and Members of the Legislature to be briefed on this problem and on existing and ongoing research requirements. This briefing will take place as soon as possible following the conclusion of a scientific and technical conference on arctic contaminants to be held in Ottawa in early March.

The result of the briefing will help us to shape the directions we will be taking on behalf of all residents of the Northwest Territories. It will help us to determine what health, economic and social impacts could result from further increases of contaminants; and to determine how we can safeguard our future and the future of our environment.



Mr. Speaker, environmental contaminants are a complex issue. The dangers of contaminants and how they get into wildlife resources and the potential risk to people who eat those resources is not fully understood, nor is it easy to translate information on the problem into the aboriginal languages of the Northwest Territories. Because of this, I want you to know that the subcommittee is taking immediate steps to tackle the problem. It is directing the Department of Renewable Resources, the Department of Health and the NWT language bureau to develop proper terminology, and to prepare public information materials that describe the contamination problem in the Inuktitut and Dene languages of the Northwest Territories, as well as in English and French.

#### Contaminants Varied In Type

As Members know, there are various types of contaminants threatening the food chain of our wildlife resources, depending on the geographical area. Some substances have been tracked for a considerable period of time. For instance, cesium 137 in caribou meat was first measured in the Northwest Territories back in the 1960s. More recently, studies have shown that some arctic marine mammals have higher levels of polychlorinated biphenyls, PCBs, than are usually accepted. In addition, the insecticide, toxaphene, has been found in fish taken from the Mackenzie River.

Scientists are literally examining thousands of chemicals to learn what health effects, if any, they may have on animals, plants and humans. The territorial government expects the federal government to treat this examination with absolute urgency and we will participate in federally-sponsored contaminant policy and technical committees.

Within the Northwest Territories, the government will be working to establish standards for maximum acceptable levels of contaminants in country and other foods, and in harmful materials discharged into the air, land and water. We will act with determination and work co-operatively with provincial governments to reduce pollution from their jurisdictions.

Finland plans to host a meeting this year involving six northern nations; Canada, the Soviet Union, the United States, Sweden, Norway and Denmark. The purpose of the meeting is to discuss urgent action that is required to protect the northern environment. We will support and collaborate on this initiative, and will urge the federal government to use the meeting as a vehicle to bring about concerted international action to understand and reduce the amounts of airborne, water-borne and food-borne contaminants being found in the Northwest Territories and other circumpolar regions.

Mr. Speaker, I have identified to you this government's serious concerns with the issue of contamination and have outlined the action that we plan to take. I also think that it is important to advise the Assembly and the public that contamination is often a slow process. Further assessment and research is necessary to clarify potential health risks associated with exposure to contaminants.

Mr. Speaker, I will keep the House informed of progress on this vital issue. Thank you.

MR. SPEAKER: Thank you, Mr. Government Leader. Item 2, Ministers' statements. Item 3, Members' statements. Mr. Lewis.

#### ITEM 3: MEMBERS' STATEMENTS

##### Member's Statement On Culture And Communications

MR. LEWIS: Mr. Speaker, it is past Valentine's Day but I hope the House plus the Minister for Personnel will excuse me if I speak with some passion. Yesterday I was amazed to find so little interest in the whole issue of culture and communications. The House was practically empty and we were allowed to go through that budget with just a handful of people.



The reason I would like to deal with this issue in my two minutes, Mr. Speaker, is that if we are to stay together as a people for any length of time, although it does not seem very important, deep in the hearts of people their language and their culture probably means more to them than anything else because it identifies them for themselves and for their fellow man. I find it rather amazing that this government for the last umpteen months has been able to allow such a vital department to be understaffed, to be led, in a sense, by somebody who has been around a long, long time, who does not know what his future is. We have two leadership positions which are unfilled.

I would also like to take the opportunity, Mr. Speaker, in this House to tell my colleagues that there is no more important job being done in the Northwest Territories today than the job being done by our interpreters. They take an awful lot of crap, I hear it, and if there is any group of people that is going to help us to be an effective House, to be an effective government, it is the people that have taken on the very difficult task of trying to interpret what we do in our everyday work. It is difficult for them now even to interpret what I am saying because I am talking about them and everybody knows, who has lived in a small community, as I have done, the terrible problem that you have when you have to use a local person to interpret something of a very complex nature. Thank you.

---Applause

MR. SPEAKER: Thank you, Mr. Lewis. Members' statements. Mr. Ernerk.

Member's Statement On Culture And Communications

MR. ERNERK: Thank you, Mr. Speaker. I will try to use this two minutes the best way I know how. Yesterday during the debate on Culture and Communications, February 14, 1989, the debate on the budget of \$11 million, I became extremely concerned because I, also, came to the conclusion that not many Members of the Legislative Assembly wanted to discuss the issue of culture and communications, although it is very important to all people of the Northwest Territories. Mr. Speaker, I am concerned that there was not enough dialogue between all Members. Am I talking about something that is a dead issue, is a native issue, an aboriginal issue, a dead issue? This is something that I have been trying to promote for a long time now, just like the Minister of Culture and Communications.

Mr. Speaker, I tell you that the Inuit are a proud nation of people. Our language is an independent language. It existed for thousands of years. It will exist for many thousands of years more. Mr. Speaker, I am not going to fail those in Nunavut who have asked me to make sure that we recognize the Inuktitut language as the official language. It is a right of those native people that I represent. It is a right given to them by God, and I am going to make sure that the right is given to them in the near future. Thank you.

---Applause

MR. SPEAKER: Thank you, Mr. Ernerk. Members' statements. Mr. Angottitauruq.

Member's Statement On Culture And Communications

MR. ANGOTTITAUURUQ: Thank you, Mr. Speaker. I will try to make an echo of what my colleagues have said. Yesterday when we were debating the Department of Culture and Communications, it is true that there were hardly any native people, not even the Ministers were here, and I felt that the important issue was just being by-passed. I believe that we native people want our language to be recognized as an official language, just as good as English and French, and our elders are the strongest ones that speak to say that we want our language, to keep our culture. I believe the reason why we have interpreters here in a native language is because that language has to be recognized in the legislation, so that it will be recognized as a true language being used to run a government and an Assembly as good as this. We are trying to support the people of the Northwest Territories who have the native language.



In saying that, I think it should be about time that both governments, and this government, put more money into it, and put more effort into it, in the hope that some day it will be recognized; not just trying to promote it but let it be recognized. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Angottitauruq. Members' statements. Mr. Whitford.

Member's Statement On Mental Health Programs

MR. WHITFORD: Mr. Speaker, I will use my two minutes to bring to the House's attention that the mental health programs in the Northwest Territories are in a pretty serious state of affairs. I learned just recently that the program is threatening going into receivership because of debts that this government has not paid, bills it has not paid. Consequently their cash flow is giving them problems maintaining programs. Help lines are being put on hold, answering machines were used. They discontinued that because I guess there is nothing more depressing than somebody asking for help and getting a recording.

I checked into it to see why. Apparently the government that owes the money is short-staffed. They cannot process the bills in time. Consequently, a lot of money is sitting there and these programs, I think, are quite important to all of us. They are not only for this city but they are for the NWT. I think if the government wants to maintain a program that benefits people they had better do something about this before we end up as the newspaper says "bailing them out". We are not bailing them out. We are just trying to get things that are duly deserved and that are being delayed by some of the things that my colleague has brought to their attention. Positions that have not been filled are leading to other problems, unrelated to that particular department. I just wanted to bring this to the House's attention.

MR. SPEAKER: Thank you, Mr. Whitford. Members' statements.

Item 4, returns to oral questions. Mr. Butters.

HON. TOM BUTTERS: Mr. Speaker, I indicated to the Member for Hay River that I would answer his oral question today but I am not satisfied with the answer I received for him. I will try it tomorrow.

MR. SPEAKER: Oral questions. Excuse me, we are still on returns to oral questions. There are no further returns. Item 5, oral questions. Mr. Morin.

ITEM 5: ORAL QUESTIONS

Question O79-89(1): Extension Of Registered Trapline, Fort Resolution

MR. MORIN: Thank you, Mr. Speaker. My question is to the Minister of Renewable Resources. Yesterday I questioned the Minister on how he disciplines the officials in his department when they make major mistakes causing great controversy in the communities. I am referring to the extension of trapline number 828 in the Fort Resolution area, where they basically ran our trappers out of that area and they have made criminals out of our trappers who are trying to make their livelihood in the bush. To date, they still have not compensated those trappers. Those people from your department in the Fort Smith area made that decision to extend the registered trapline into our area, and your department has admitted that is a wrong decision to make without community consultation. What do you do to those officials for making that decision?

MR. SPEAKER: Thank you. Mr. Minister.

Return To Question O79-89(1): Extension Of Registered Trapline, Fort Resolution

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. First of all, it has been understood by my department that south of the Poplar River was a trapping area for trapline number 822 and

number 828. These two are registered trapping areas from Fort Smith. North of the Poplar River, along the Little Buffalo River, it was understood by my department to be an area to be used by Fort Resolution people.

Secondly, Mr. Speaker, I have not seen or heard that any of our people from the department are breaking the rules. Therefore I have no plans at this point, until I am proven wrong, I have no intentions of disciplining any of our employees. Thank you.

MR. SPEAKER: Supplementary, Mr. Morin.

Supplementary To Question O79-89(1): Extension Of Registered Trapline, Fort Resolution

MR. MORIN: Thank you, Mr. Speaker. Supplementary. Mr. Minister, how did your department come to the understanding that this area north of Poplar Creek was Resolution area and south of Poplar Creek was Fort Smith area? No one of your department has ever come into our community to talk to us about it. So how did you ever come to that understanding?

MR. SPEAKER: Mr. Minister.

Further Return To Question O79-89(1): Extension Of Registered Trapline, Fort Resolution

HON. TITUS ALLOOLOO: Mr. Speaker, I would have to get the exact facts, but my understanding was that there may have been a gentleman's agreement between Fort Resolution and Fort Smith. I would have to get more information on this one, but my understanding is that there was a gentleman's agreement made in Lac la Martre sometime in the 1960s. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Mr. Ernerk.

Question O80-89(1): Thinning Of Ozone Layer

MR. ERNERK: (Translation) Thank you, Mr. Speaker. I have a question to the Minister of Renewable Resources. This morning I heard through the news something concerning our environment. The ozone layer is thinning and there is a possibility of a hole and it can destroy the eyesight. I would like to ask the Minister how this will affect the population of the NWT.

MR. SPEAKER: Thank you, Mr. Ernerk. Mr. Minister.

HON. TITUS ALLOOLOO: Mr. Speaker, because of the technical nature of the question, I would have to take that as notice. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. The question is taken as notice. Mr. Morin.

Question O81-89(1): Influence Of Northwest Territories Wildlife Federation

MR. MORIN: Thank you, Mr. Speaker. My question is to the Minister of Renewable Resources. I was reading in a Canadian fishing magazine, January-February 1989 edition. There is an ad that says, "Northwest Territories Wildlife Federation. The Northwest Territories Wildlife Federation has a wide range of members, including commercial fishermen, tourist outfitters and individual members. As a business organization, it is influential in the politics of resource use in the Territories." Mr. Minister, can you explain to me how this organization is influential in the politics of resource use in the Territories?

MR. SPEAKER: Mr. Minister.



Return To Question O81-89(1): Influence Of Northwest Territories Wildlife Federation

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. First of all, this organization is like any other organization that lobbies government to get what they want. I believe that their political influences are no different from those of any other group such as theirs. Thank you.

MR. SPEAKER: Thank you. Oral questions. Mr. Angottitauruq.

Question O82-89(1): Equipment For Testing Country Food

MR. ANGOTTITAUURUQ: Thank you, Mr. Speaker. This winter there was a talk show in Rankin that caught my interest with regard to pollution in the Northwest Territories and, in fact, the whole world. This talk show mainly touched on wild animals that are consumed by the majority of native people. During this talk show I heard that the Russians were giving their Inuit over in that area machines to test what they consume. These electrical testers, or some kind of a tester, were easy to get, but we in Canada and in the NWT are not supplied with those. I was wondering if the Minister of Renewable Resources would check into that so that this testing equipment can be made available in the NWT for the majority of those who usually use the country food. Thank you.

MR. SPEAKER: Mr. Minister.

HON. TITUS ALLOOLOO: Mr. Speaker, I will look into the possible equipment that he is talking about and get back to the Member as soon as I can. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. That question is taken as notice. Oral questions. Mr. Kilabuk.

Question O83-89(1): Consideration Given To Petitions

MR. KILABUK: (Translation) Thank you, Mr. Speaker. My question is to the Government Leader. It concerns the comments or statements that were made by the chairmen of the ajauqtit on the petitions as to whether they are looked into properly. We would like to get proper or satisfactory responses on these. Do you go through these and consider them seriously? They usually are directed to different departments. I wonder if your cabinet considers those that are tabled documents.

MR. SPEAKER: Mr. Minister.

Return To Question O83-89(1): Consideration Given To Petitions

HON. DENNIS PATTERSON: Mr. Speaker, I would like to assure the honourable Member that the cabinet does consider, after each session, the motions and recommendations of the Legislature as well as items like petitions, which the Rules require us to reply on. I trust that the honourable Member appreciates that in addition to the direction we get from MLAs and from community leaders in consultations on items like capital planning, the cabinet must also try to consider the petitions that we receive directly from communities through MLAs. I guess the short answer is, Mr. Speaker, that we cannot possibly begin to meet all the pressures that are put on us for delivering programs, but I would like to assure the honourable Member that the petitions are considered seriously by the Ministers.

It is regrettable that perhaps many of the responses have to be in the negative but that is because we have to put these requests in the context of the other recommendations we get from MLAs and from other quarters. We did pay attention to Mr. Ernerk's statement the other day, Mr. Speaker, and we will make sure that we continue to look into petitions and provide a positive response within the limited resources available to us. Thank you.

MR. SPEAKER: Thank you, Mr. Patterson. Mr. Ernerk.

Question O84-89(1): Responsibility Of RCMP To Enforce Liquor Prohibition

MR. ERNERK: Thank you, Mr. Speaker. My question is to the Minister of Justice. Under the liquor prohibition law in the NWT, when a community chooses to become a dry community, is the RCMP given the responsibility to enforce that law, to make sure that no more liquor is coming into a community?

MR. SPEAKER: Mr. Minister.

Return To Question O84-89(1): Responsibility Of RCMP To Enforce Liquor Prohibition

HON. MICHAEL BALLANTYNE: Yes.

MR. SPEAKER: Thank you, Mr. Minister. Supplementary.

Supplementary To Question O84-89(1): Responsibility Of RCMP To Enforce Liquor Prohibition

MR. ERNERK: Thank you, Mr. Speaker. In Coral Harbour, some people have complained to me that some people are still bringing liquor into their community. Since there is an RCMP in Coral Harbour, what further action can be taken to make sure that this law is being carried out by the RCMP? What can the people do to make sure that the liquor is no longer brought into the community, since they are a dry community?

MR. SPEAKER: Mr. Minister.

Further Return To Question O84-89(1): Responsibility Of RCMP To Enforce Liquor Prohibition

HON. MICHAEL BALLANTYNE: I think the difficulties that are being experienced in the community mentioned by the honourable Member are difficulties that we have experienced in most dry communities. There is no magic, by making a community dry, that you are going to solve the problem. There are certain restrictions on what the police can do. The Charter of Rights and Freedoms places some restrictions on a policeman's action.

The fact is, a lot of times the people that complain about what is happening in a community will not themselves launch a complaint with an RCMP officer. Basically, the experience right across the Territories has been that unless there is very strong community support and very strong community dialogue with the police, and if the community leadership does not take a strong role in the whole area of alcohol control programs, prohibition has not worked very well.

What I would suggest, and I would be prepared to talk to the Member afterward about the specific problem, is call a community meeting and have the RCMP officer there and then have the community discuss the problem. It is going to take more than the RCMP officer there to solve the problem. It is going to really take the support of the community as a whole, to solve the problem. Thank you.

MR. SPEAKER: Thank you. Oral questions. Mr. Gargan.

Question O85-89(1): Implications Of Charter Of Rights And Freedoms

MR. GARGAN: Thank you, Mr. Speaker. I would like to direct my question to the Minister of Justice. The Minister of Justice, in responding to Mr. Ernerk, did say that there are some implications with regard to the Charter of Rights with regard to prohibition. I would like to ask the Minister, what are the implications that are being violated here?

MR. SPEAKER: Mr. Minister.



Return To Question O85-89(1): Implications Of Charter Of Rights And Feedoms

HON. MICHAEL BALLANTYNE: Since the Charter of Rights came into effect, the ability of police officers, except in specialized cases, to search people's persons, to search their dwellings, has been restricted. They do not have the same freedom to carry out their investigations as they had before the Charter of Rights came into effect. On one hand it gives extra protection to individuals, but it has made police investigation and police work more difficult. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mr. Lewis.

Question O86-89(1): Taxes Proposed In Budget Address

MR. LEWIS: Mr. Speaker, it was a great shock when we heard the Budget Address to find that there were taxes, and I will not go into all the details in my preamble, but I would like to ask the Minister of Finance, could we not come up with something better than tobacco and alcohol taxes? It is not strictly imaginative, considering that he has sent out all this literature all over the Territories called "Tax Options". Are these the options that people have given him, tax alcohol and tobacco?

MR. SPEAKER: Mr. Minister.

Return To Question O86-89(1): Taxes Proposed In Budget Address

HON. MICHAEL BALLANTYNE: Mr. Speaker, obviously the whole issue of taxation is not a popular issue with most people. I can assure the Member that I have not had major demands from any segment of the population to increase taxes. I also want to explain again, as I have explained in this House a number of times, that the tax option paper was not a document to give us ideas of only what we are going to do for this budget year. The tax option paper was, at least in our perception of it, an education tool to make people in the Territories aware that over the long term, in the next five and 10 years as our responsibility is increased, as there are more and more demands on the government to create new programs and to enhance old programs. The people in the NWT should expect that they will have to pay at least part of the costs of those programs.

In this particular budget year, for a number of reasons, it was felt that taxes, especially in the area of tobacco and liquor, could be justified. Taxes in other areas, because of small population, because of a very fragile economy, because of the fact that it is difficult to generate large sums of money, we thought at this point in time, would be harmful to the overall economy. We also felt that taxes on tobacco and on alcohol would generate revenues that could pay for preventive programs. We are sending out a strong message that both alcohol and tobacco are contributing to health and social problems to a great extent in the NWT, putting up overall government costs. We wanted to send out a strong message that we recognize that these two areas are causing these problems. We thought that this year we would concentrate our taxation initiatives in this area.

I have to say, in the next five to 10 years, if not this government, a future government is going to have to come to grips with raising more revenue and, unfortunately, as unpopular as it all may be, taxation is one of the options that the government is going to have to look at. Thank you.

MR. SPEAKER: Mr. Lewis, supplementary.

Supplementary To Question O86-89(1): Taxes Proposed In Budget Address

MR. LEWIS: No doubt you will rule me out of order, Mr. Speaker, if I do not use my language in a very carefully phrased manner but could the Minister of Finance indicate to the House, in what way, on the basis of returns that he has got to date from the public, would the public like to be screwed in the taxation area?

MR. SPEAKER: Mr. Minister.



Further Return To Question O86-89(1): Taxes Proposed In Budget Address

HON. MICHAEL BALLANTYNE: Perhaps the honourable Member would screw the public but I certainly would not and the government would not. I think I tried to answer that the public, in response to anybody's questions about taxation, are not going to support any specific tax initiative. The results of the survey and the results of informal discussions I have had with a number of people over the last year show that the major concern that people have in the Territories was about the possibility of a government-imposed sales tax. That seemed to be a very major concern that people have. The business sector was very concerned about the possibility of increasing their corporate tax. For individuals in the Territories, because of high costs, personal income tax was a concern. Those three were the ones, in dozens of discussions that I have had in responses to the tax option papers, that most often came up as taxes people would least likely want to see. I hope that answers the Member's question.

MR. SPEAKER: Supplementary, Mr. Lewis.

Supplementary To Question O86-89(1): Taxes Proposed In Budget Address

MR. LEWIS: Mr. Speaker, the standing committee on finance did not receive any information at all on the basis of whatever feedback the Minister may have got, so therefore it was a surprise to us that taxation was included. So my question to the Minister is this, is he therefore lacking in confidence in the standing committee on finance to keep this kind of information confidential when the books we get, the main budget documents, are confidential documents? Is this not some information that should have been shared with the standing committee on finance in keeping with the consensus model of this House?

AN HON. MEMBER: Hear, hear!

MR. SPEAKER: Mr. Minister.

Further Return To Question O86-89(1): Taxes Proposed In Budget Address

HON. MICHAEL BALLANTYNE: I would like to clarify for the record here once and for all, that at no time did I tell the standing committee on finance that there would be no tax increases. Secondly, I think in discussions I have had with the committee I have made it quite clear that I was very reluctant to give specifics of taxation initiatives because of the confidentiality that is important across this country in those areas.

If I may be allowed to proceed, Mr. Speaker, I made an offer, and the offer is still open, that if we can work out some kind of a protocol that I could be assured that any information of a tax nature be made confidential, I would be prepared to look at it. But under the present tradition in this country, if there is a budget leak and if there is advance information available to certain people in the public who can take advantage of that, if that happens, it is the Minister of Finance who has to resign, not all the Members of the standing committee on finance. If we could work out some form of protocol whereby we could assure the confidentiality of that information and if we could work out a protocol that would set out what would happen if important confidential information was leaked and who would be accountable and who would be responsible, I would be more than happy to try to agree to that sort of protocol. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mr. Whitford.

Question O87-89(1): Money Owed To Canadian Mental Health Association Of The NWT

MR. WHITFORD: Thank you, Mr. Speaker. My question is directed to the Minister of Social Services. I would like to ask the Minister if she is aware that the Canadian Mental Health Association of the NWT is owed some \$44,000 by her department for services that were performed late last year and that this money is in urgent need because there is a cash flow

problem. I wonder if she is aware that they are in a pretty critical financial position and that they have been writing letters to her department, to her officials, asking for this money as far back as December 21st, 1988. I wonder if she is aware that there is a delay in this cheque because it is being processed. I guess the question is, will she be able to tell me when this cheque will be ready for this association, so I can go back to them and assure them they will not have to close their doors while waiting until the April 1st moneys come? Will the Minister be able to tell me when this cheque will be ready?

MR. SPEAKER: Madam Minister.

HON. JEANNIE MARIE-JEWELL: Thank you, Mr. Speaker. I can take the question under notice. However, I would like to look at the details as to what has stopped or slowed down the process, as to why the cheque may not be issued. It may be an issue that has to be dealt with by both parties. However, I will look it over and advise the Member accordingly. Thank you.

MR. SPEAKER: Thank you, Madam Minister. The question is taken as notice. Mr. Whitford, do you have additional to that?

MR. WHITFORD: Does that mean I cannot ask her any more questions because she is going to look into it?

MR. SPEAKER: Mr. Whitford, you could ask another question but once a question is taken as notice, a supplementary is technically not in order. Mr. Ernerk.

Question O88-89(1): Difference In Polar Bear Tags

MR. ERNERK: (Translation) Thank you, Mr. Speaker. I would like to ask the Minister of Renewable Resources a question. First of all, this is from Repulse Bay on December 1. I would like to ask why differences are occurring, the different polar bear tags.

MR. SPEAKER: Mr. Minister.

HON. TITUS ALLOOLOO: (Translation) Thank you, Mr. Speaker. Yes, I will be able to answer you once I find out the dates. Thank you.

MR. SPEAKER: The question is taken as notice. Oral questions. Mr. Whitford.

Question O89-89(1): Funds Held In Supplementary Reserve For Child Care Programs

MR. WHITFORD: Mr. Speaker, again directed to the Minister of Social Services, dealing with the child care statement of yesterday. The February 14 child care strategy statement by the Minister of Social Services states that two million dollars will be held in a supplementary reserve for child care programs until there is a federal-territorial cost-sharing agreement on child care. However, it is possible that the federal government will amend the proposed Child Care Act and reintroduce it into the House of Commons in early summer or later. Several months would be needed for the federal-territorial negotiations to take place and this two million dollars would not, therefore, be accessible until this time next year if it is still tied to the existing cost-sharing agreement with Canada.

Will the territorial government instead make the two million dollars available as of April 1, 1989, for the creation of a greater number of new child care spaces, for capital grants, for child care facilities and for the higher operating grants for child care providers?

MR. SPEAKER: Mrs. Marie-Jewell.



Return To Question O89-89(1): Funds Held In Supplementary Reserve For Child Care Programs

HON. JEANNIE MARIE-JEWELL: Mr. Speaker, in regard to the honourable Member's question, I did indicate that we, as a government, are convinced that it will not be to our best advantage to complete all the elements of such a policy until the federal cost-sharing proponents are known. Because of the complex problem -- and the costs of operating and providing services are relatively high in the Northwest Territories compared to southern standards; because of the fact that nearly half of the population in the Territories is under 19 years of age; because of different elements, I cannot give an affirmative to the Member to consider the supp reserve prior to the passing of the Child Care Act. I would be very cautious as a Minister to indicate to the feds before we even go sit at the negotiating table, as to what funding we have in place. I do not think it gives us a very good position to negotiate from.

There are many other reasons, Mr. Speaker, not to consider utilizing this supp reserve, as I indicated yesterday, until the act is passed by the federal government. The one thing the Member should keep in mind is that it was the federal government's initial initiative of putting out child care for us to try to address. Because it is their initiative, it appears now that we are left trying to meet their initiatives without their assistance, and I do not feel that is fair, and it is not a proper negotiating position to be in. It is an unfair negotiating position. However, as I indicated yesterday to the Members, it is the initiative that we as a government are taking to address it. It is certainly not going to be addressed overnight. With the strategy that I announced yesterday, it at least provides us with a foundation on which we have to address. I think we took an important step yesterday, recognizing as the Minister that we still have future steps to take. I hope this will enlighten or give some more information for the Member to be able to understand the position that we are in. Thank you.

MR. SPEAKER: Thank you. Supplementary, Mr. Whitford.

Supplementary To Question O89-89(1): Funds Held In Supplementary Reserve For Child Care Programs

MR. WHITFORD: Mr. Speaker, it is true that it is a federal initiative that we are acting on, but children are our problem, too. We have to do things here, and we cannot always wait for the federal government. I realize that if we keep waiting, we could wait for an awfully long time. There are financial readjustments taking place, program readjustments taking place, in Ottawa too, if you listen to the news. A lot of things that were said during the election are going to be put on hold for a while, and I would not be surprised if that stalled child care for a while.

If we have to wait beyond April 1st, if we have to wait beyond the summer, and into the fall, we are going into another year, the way things happen. We are going to be sitting on this two million dollars for the next year or more, and I wonder perhaps if we chose a different target -- instead of April, how about October? If not October, how about January? Can we let the people and the program people in the NWT, who have to deal day to day with this, let them know when the government will do something on its own, even if the federal government will not move? Let us take the initiative and give them a deadline. Will the Minister be able to let me know if October 31st is a reasonable date, if they do not move before that? Thank you.

MR. SPEAKER: Madam Minister.

Further Return To Question O89-89(1): Funds Held In Supplementary Reserve For Child Care Programs

HON. JEANNIE MARIE-JEWELL: Mr. Speaker, I believe the Member wants me to ensure a commitment of expenditure of the supp reserve, and I am not willing to do that. I basically indicated that it will probably weaken our bargaining position at the negotiating table. Not only with that, I am not thinking that we do not have responsibilities for the children in the NWT. I fully understand we do, and I believe that the announcement I made yesterday indicated some commitment, that we do recognize our responsibility as a government. However, having said



that, Mr. Speaker, as the Member had indicated that they want to know, and we want to let the program people know, the \$2.2 million that I had announced yesterday is expected to advise the program people that we are willing to provide subsidies directly to child care users. We are also willing to provide support to child care providers of licensed centres or homes to help pay for their operational costs. We anticipate that we will create 180 new child care spaces with that funding. I certainly hope that this would help the Member to understand the intent of the program that we plan to deliver come April 1st. Thank you.

MR. SPEAKER: Thank you. Oral questions. Mr. Morin.

Question O90-89(1): Resource Use Organizations

MR. MORIN: Thank you, Mr. Speaker. My question is to the Minister of Renewable Resources. Earlier in question period, Mr. Minister, when I asked you about the Northwest Territories Wildlife Federation, you said that they would have the same political influence as any other organization in the NWT on resource use. What other organizations were you referring to?

MR. SPEAKER: Mr. Minister.

Return To Question O90-89(1): Resource Use Organizations

HON. TITUS ALLOOLOO: Mr. Speaker, I said the organization would have the same political influence as any other organization on any of our government initiatives. We have organizations that are dealing with renewable resources; we have hunters and trappers associations in the communities, we have regional HTAs in other regions. In this area we have the Denendeh Conservation Board, who are dealing with renewable resources affecting their constituency. I feel that the NWT Wildlife Federation has no more influence on our government than any other organization that is a lobby group. Thank you.

MR. SPEAKER: Thank you. Mr. Morin, supplementary.

Supplementary To Question O90-89(1): Resource Use Organizations

MR. MORIN: Thank you, Mr. Speaker. Mr. Minister, then you say that the Denendeh Conservation Board, HTAs and band councils are basically lobby groups? They do not have a whole bunch of say, then, on what happens on the land around their communities. Is that what you are saying to me? As well, when you say they have the same political influence as organizations such as themselves, what do you mean? If so, the band councils in the communities look at the renewable resources as something to be harvested by the local communities and they look at it as theirs. Do you consider the Wildlife Federation to be on the same level as they are?

MR. SPEAKER: Mr. Minister.

Further Return To Question O90-89(1): Resource Use Organizations

HON. TITUS ALLOOLOO: Thank you, Mr. Speaker. We are dealing with organizations such as the NWT Wildlife Federation and other similar organizations. They have different mandates. Each organization has its own mandate. I do not see the NWT Wildlife Federation as a special group that has a special influence on our government. Thank you.

MR. SPEAKER: Mr. Morin, further supplementary.

Supplementary To Question O90-89(1): Resource Use Organizations

MR. MORIN: Thank you, Mr. Speaker. A final supplementary. Mr. Minister, could you supply me with the mandates of the HTAs, NWT Wildlife Federation, Denendeh Conservation Board, please?

MR. SPEAKER: Mr. Minister.

Further Return To Question O90-89(1): Resource Use Organizations

HON. TITUS ALLOOLOO: Yes I can, Mr. Speaker.

MR. SPEAKER: Thank you. Mr. Pudluk was next on the list.

Question O91-89(1): Increase In Cancer Cases

MR. PUDLUK: (Translation) Thank you, Mr. Speaker. There was an item in the news last year. I would like to ask the Minister of Health. The president of the Canadian Cancer Society said that cancer is going to increase in the next year, and he said that there will be more cases of cancer during this coming year. Also, Dr. Terry Fellows agreed with the president that cancer is going to increase in the future. Has that been reviewed to date? Is cancer on the increase? Thank you.

MR. SPEAKER: Madam Minister.

HON. NELLIE COURNOYEA: Mr. Speaker, I would appreciate a copy of the article from the honourable Member. As this House knows, there are a million opinions on every medical ailment that a person can have, so I would like to look at the article and respond according to what was said, and possibly look at the reference the article is talking about in terms of the particular paper. If I can be provided with that, I will take this under advisement.

MR. SPEAKER: Thank you, Madam Minister. Mr. Pollard was next.

Question O92-89(1): Sharing Tax Information With SCOF

MR. POLLARD: Thank you, Mr. Speaker. I watched with interest the question from Mr. Lewis to the Minister of Finance, and I would like to ask the Minister of Finance, if the Minister of Finance was aware last November that he was going to increase taxes in the NWT on some products, am I given to understand that he was not prepared to share that information with the standing committee on finance at that time, Mr. Speaker? Thank you.

MR. SPEAKER: Mr. Minister.

Return To Question O92-89(1): Sharing Tax Information With SCOF

HON. MICHAEL BALLANTYNE: I was not aware at the time, but unless a protocol is developed, you are correct.

MR. SPEAKER: Mr. Pollard, supplementary.

Question O93-89(1): Review Of Tax Options

MR. POLLARD: Supplementary to the Government Leader, Mr. Speaker, who was representing the Minister of Finance at the beginning of the standing committee on finance review. Did the Government Leader not tell the standing committee on finance that, "I would like to stress to you that our review of tax options is only a review and not a proposal for tax increases"? Thank you, Mr. Speaker.

MR. SPEAKER: Mr. Patterson.

Return To Question O93-89(1): Review Of Tax Options

HON. DENNIS PATTERSON: Yes, I said that, Mr. Speaker. Thank you.

MR. SPEAKER: Thank you. Mr. Pollard, supplementary.



Question O94-89(1): No Increases In Budget

MR. POLLARD: Mr. Speaker, having been told at the beginning of the standing committee on finance review of the budget that this tax options paper was merely a suggestion, something for review, and yet if you relate back to page 23 -- tobacco tax; page 25 -- liquor taxes. The Government Leader tells us that it is only a review; that it is not a proposal, that is, for tax increases, and I quote the Government Leader who was standing in for the Minister of Finance. Would that not indicate to the standing committee on finance that there were to be no tax increases in this particular budget? Thank you, Mr. Speaker.

MR. SPEAKER: Mr. Minister.

Return To Question O94-89(1): No Increases In Budget

HON. MICHAEL BALLANTYNE: I think that is a weak semantic link but if I could say, I think the Government Leader's comments were correct and I made the same comments because a lot of concern was expressed by Members in the media that in fact this particular paper meant that we were going to, for instance, impose a sales tax. What the Government Leader was saying and what I was saying is, the paper is showing a number of options. We might have chosen one, none or all of the above. After careful consideration and after the meeting with the standing committee, it was decided that we would exercise just those options that are in that particular paper, that we exercised in the budget.

In no way, and I apologize if there is a misunderstanding, but in no way were we indicating that even though these were not proposals that we would not exercise any of the proposals. We never said that.

MR. SPEAKER: Thank you, Mr. Minister. Mr. Pollard. Further supplementary.

Question O95-89(1): Voice Of Government

MR. POLLARD: Thank you, Mr. Speaker. Mr. Speaker, what is at issue here is, who speaks for the government? Is it the Government Leader who says, "and not a proposal for tax increases", and allows the standing committee on finance to believe that there will be no tax increases? All the Ministers run through, over a course of three weeks, Mr. Speaker, and there is no mention of any tax increases. The Minister of Finance comes in at the last minute and talks to the standing committee on finance, no mention of tax increases. Who is telling the truth? Who speaks for the government? The Government Leader, who says, "No", or the Minister of Finance, who comes in later and says, "Yes, there are going to be tax increases."? What is the story?

MR. SPEAKER: Mr. Government Leader.

Return To Question O95-89(1): Voice Of Government

HON. DENNIS PATTERSON: Mr. Speaker, I think that the honourable Member is trying to create an issue where none exists. I think there are two separate issues, Mr. Speaker. One of them is tax reform options, and I would stand by the comments I made to the standing committee on finance that the options paper was not a proposal for tax increases. It was a discussion paper floated to seek public reaction. I agree with what my cabinet colleague has said. It provoked great anxiety and fears and I think I was trying to allay some of the fears of Members of the standing committee on finance, that in fact the deluge was not about to take place; that the paper did not indicate that some kind of massive tax burden was about to be imposed on the people of the NWT.

So I think that the inferences the chairman of the standing committee on finance has drawn, from a discussion of that particular tax paper, with respect to the whole budget is a leap of logic that only he can make. I think myself and Mr. Ballantyne have provided consistent messages and I will again repeat that there was no specific question asked of me or of any other Minister about



tax increases during those discussions. I think that Members will agree, increases in taxes on cigarettes and alcohol are not uncommon and not infrequent. I am surprised that the chairman of the standing committee on finance is surprised by those increases. Thank you, Mr. Speaker.

MR. SPEAKER: Mr. Pollard, your final supplementary.

Question O96-89(1): Assurance Of Open Discussion Of Financial Matters

MR. POLLARD: Thank you, Mr. Speaker. I am surprised, Mr. Speaker, because this is consensus government. This is supposed to be everybody working around the table trying to get the best job done and I am surprised when the Minister of Finance will not share his budget totally with us. From here on in, Mr. Speaker, I am going to have a great deal of difficulty in looking at main estimates because I know that there may be something hidden there because the Minister has hidden it before. So that is what I am surprised at, Mr. Speaker. I would seek from the Minister of Finance, the Government Leader, whoever wants to answer at this time, I would like to seek from them that from here on in they will discuss all matters that are to do with financial implications of the budget with the standing committee on finance. In fact, all Members of this House, Mr. Speaker.

MR. SPEAKER: Mr. Ballantyne.

Return To Question O96-89(1): Assurance Of Open Discussion Of Financial Matters

HON. MICHAEL BALLANTYNE: I will try to answer that particular one, Mr. Speaker. First of all, obviously there is a major misunderstanding on the part of the chairman of the standing committee on finance as to what myself and the Government Leader meant by saying, "No, these were not proposals." We were not proposing that this whole package was going to be adopted by this government; in fact the tax increase is a little package. I am actually amazed at the conclusions drawn by the chairman and other Members of the committee.

I want to emphasize one thing, and I guess it comes down to the very fundamental question that is being asked here: In the future, will the government share, before the Budget Address, and be the only jurisdiction in the British Commonwealth to do so, privileged tax information? My answer is, as I said 15 minutes ago, that under the Financial Administration Act I am legally responsible for this budget. If, because of a leak of information of, for instance, an increase in corporate tax, somebody became aware of that and moved the headquarters of their company out of the Northwest Territories because of it; if there were a sales tax increase and somebody bought five years' supply of some product to gain a major advantage over somebody else, it would be myself, as Minister of Finance, who would be held accountable. I would have no problem sharing tax increases with the chairman of the committee or Members of this Assembly if there is an accountability factor built in. If in fact that privileged information is abused there will be definitive steps taken. There is now with me, because I would be out of here. Would this whole Legislative Assembly, would they resign? Would the whole committee resign? Would you, as chairman, say to me, "Well, we do not know how it leaked, sorry. Somebody let it out but we do not know who."? There must be public accountability for public funding and unless that public accountability is inherent in a protocol, I would have to say no. Thank you, Mr. Speaker.

MR. SPEAKER: Order, please. Oral questions. Mr. Gargan. Mr. Gargan passes. Mr. Angottitauruq goes next and he is not here. Oral questions. Mr. Kilabuk.

Question O97-89(1): Testing For Contaminants, Broughton Island

MR. KILABUK: (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Health. Just this winter we heard through the media, especially on the radio, that sea mammals are infected with disease and I heard before that there was some sort of testing done to residents of Broughton Island and they are carrying higher than acceptable levels of contaminants in their bodies. Madam Minister, could you answer that please?



MR. SPEAKER: Madam Minister.

HON. NELLIE COURNOYEA: Mr. Speaker, I will refer that question to the person who is going to answer questions in relation to animals. We have accepted, both the Minister of Renewable Resources and myself, that the matters related to infection in animals, he would become very proficient at and be able to answer, and the questions relating to people's health directly and what happens to people's health, I would answer so I defer to Mr. Alloofoo.

MR. SPEAKER: Mr. Alloofoo.

Return To Question O97-89(1): Testing For Contaminants, Broughton Island

HON. TITUS ALLOOFOO: (Translation) Thank you, Mr. Speaker. The animals that have been examined and tested, especially the sea mammals, around Broughton Island are seals and whales that are largely consumed locally. The scientists who conducted the study will meet sometime in March to discuss their findings and how they relate to the people who consume the meat.

Your question concerning the Broughton Island wildlife, whether they have the highest level of contaminants. To my knowledge sea mammals do not have the highest levels compared to others. Thank you.

MR. SPEAKER: Thank you. With some three minutes left, Mr. Gargan.

Question O98-89(1): Information On Budget

MR. GARGAN: Mr. Speaker, I wanted to direct my question to the Minister of Finance with regard to, again, finance. I understand that the Minister did indicate that he cannot give out information on where the taxes are going to come from but I would like to ask the Minister, when we do go through the whole process of budget reviews and there is an increase -- for instance, during the last three years there has been a steady increase -- how does the Minister answer us for the increases and in which areas are these increases that are not in the area of tax?

MR. SPEAKER: Mr. Minister.

Return To Question O98-89(1): Information On Budget

HON. MICHAEL BALLANTYNE: I am not 100 per cent sure what the Member is asking. What we did in the last year and we intend to do in future years is that the revenue portion of the budget will be the revenue portion of the preceding year. You will know what that was. Now, in a situation where there is obviously going to be a discrepancy between revenues and expenditures, the committee quite rightly would ask, "There is this discrepancy and if you are attempting to achieve a balanced budget and there is \$10 million here, what are you going to do?" At that time, depending on the arrangements, I hope to sit down with the chairman to try to work out those arrangements; perhaps to say, "Well, tax initiatives on that one," without giving details. Perhaps that is one way to approach it; I do not know.

But I am still leery about giving out specific information before budget day, for the reasons I have said before. I am open to working out some arrangements so that at least there is some advance warning that there is some discrepancy between expenditures and revenues, and then the committee will be alerted to that and will prepare their questions in the House accordingly. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Time allocations for question period has now expired. Item 6, written questions. Mr. Angottitauruq.

**ITEM 6: WRITTEN QUESTIONS**

**MR. ANGOTTITAUURUQ:** Thank you, Mr. Speaker. I was not quite finished with this written question but it is readable. I missed my time on oral questions, so I wrote a written question to the Minister of Municipal and Community Affairs in regard to formula funding.

**MR. SPEAKER:** Thank you, Mr. Angottitauruq. Written questions. Mr. Angottitauruq, would you like to read it?

**Question W4-89(1): Funding For Mechanic Position At Pelly Bay**

**MR. ANGOTTITAUURUQ:** Thank you, Mr. Speaker. The hamlet of Pelly Bay was advised by the Department of Municipal and Community Affairs that they should hire a qualified mechanic on the basis of their surplus funds. Would the Minister inform this House what will happen in following years, if they are unable to identify a surplus of funds after a person has been hired on a permanent basis? Would the Minister also advise from what source salary funding could be identified in this event? Thank you.

**MR. SPEAKER:** Thank you, Mr. Angottitauruq. Written questions.

Item 7, returns to written questions.

Item 8, replies to Opening Address.

Item 9, replies to Budget Address.

Item 10, petitions.

Item 11, reports of standing and special committees. Item 12, tabling of documents. Mr. Arlooktoo.

**ITEM 12: TABLING OF DOCUMENTS**

**MR. ARLOOKTOO:** (Translation) Thank you, Mr. Speaker. I would like to table Tabled Document 31-89(1), a letter I received from the mayor of Cape Dorset. It is concerned with the taxes. It agrees with some of the tax proposals and disagrees with some.

**MR. SPEAKER:** Thank you, Mr. Arlooktoo. Tabling of documents. Item 13, notices of motion. Mr. Morin.

**ITEM 13: NOTICES OF MOTION**

**Notice Of Motion 1-89(1): Additional Bison Tag Draw**

**MR. MORIN:** Thank you, Mr. Speaker. I give notice that on Friday, February 17th, I will move the following motion: That this Legislative Assembly request the Minister of Renewable Resources to consider providing one additional bison tag for a draw; and further, that the Minister of Renewable Resources only permit those individuals who applied in time for the initial draw but who were not included in that draw, to participate. Thank you.

**MR. SPEAKER:** Thank you, Mr. Morin. Notices of motion. Mr. Pudluk.

**Notice Of Motion 2-89(1): Airline Witnesses To Appear Before Committee Of The Whole**

**MR. PUDLUK:** Thank you, Mr. Speaker. I give notice that on Friday, February 17, 1989, I will move the following motion: Now therefore, I move, seconded by the honourable Member for Tu Nede, that the Legislative Assembly invite the following airline companies to appear as witnesses in committee of the whole on Wednesday, March 8, 1989. The airlines are: Air Inuit, Calm Air,



Canadian Airlines International, First Air, Kenn Borek Air and Northwest Territorial Airways. Thank you.

**MR. SPEAKER:** Thank you, Mr. Pudluk. Notices of motion.

Item 14, notices of motion for first reading of bills. Ms Cournoyea. No notices of motion for first reading of bills.

Item 15, motions.

Item 16, first reading of bills. Ms Cournoyea.

**HON. NELLIE COURNOYEA:** Mr. Speaker, I move, seconded by the honourable Member for Amittuq, that Bill 8-89(1), Public Utilities Act, be read for the first time.

**MR. SPEAKER:** Ms Cournoyea, it requires 48 hours notice, which will only be arrived at tomorrow. If you wish to proceed you will have to seek unanimous consent. First reading of bills. Ms Cournoyea, would you like to try for unanimous?

**HON. NELLIE COURNOYEA:** No, Mr. Speaker. I just miscalculated my days here. Sorry.

**MR. SPEAKER:** Thank you. Item 17, second reading of bills. Item 18, consideration in committee of the whole of bills and other matters: Bill 1-89(1), Appropriation Act, 1989-90; and CR 1-89(1), Report on the Review of the 1989-90 Main Estimates, with Mr. Angottitauruq in the chair.

**ITEM 18: CONSIDERATION IN COMMITTEE OF THE WHOLE OF BILLS AND OTHER MATTERS**

**PROCEEDINGS IN COMMITTEE OF THE WHOLE TO CONSIDER COMMITTEE REPORT 1-89(1), REPORT ON THE REVIEW OF THE 1989-90 MAIN ESTIMATES; BILL 1-89(1), APPROPRIATION ACT, 1989-90**

**Department Of Transportation**

**CHAIRMAN (Mr. Angottitauruq):** The committee will now come to order. Order, please. We are dealing with Transportation. Madam Minister, would you like to make your opening remarks?

**Minister's Opening Remarks**

**HON. NELLIE COURNOYEA:** Thank you, Mr. Chairman. I am pleased to present to the Legislative Assembly the proposed 1989-90 main estimates, which confirm earlier statements in the Assembly about the creation of a new Department of Transportation, and to provide a brief overview of the proposed plans and objectives for the coming year.

As previously announced by the Minister of Finance, the government will be establishing a \$25 million fund that will be used for long-term expenditures on such things as roads, airports and marine facilities. This fund is in addition to the new department's operation and maintenance estimates and it is the first step in the development of a northern transportation strategy.

The fund demonstrates our commitment to the long-term development of the economy of the NWT. It is anticipated that matching funds may be provided by the federal government and that further transfer of federal transportation programs may be achieved by this action. The new department includes the four highway divisions of the Department of Public Works and Highways, the arctic airports division from Municipal and Community Affairs, and the motor vehicles division from Government Services. Enforcement activities with respect to the transportation of dangerous goods has also been transferred from Renewable Resources into the new department.



### New Department A Consolidation Of Existing Programs

Although a new department has been created, it is essentially just a consolidation of existing programs into one organization with only sufficient new person years provided to fully staff the management structure which has been largely funded from within the existing departments. Bringing all of the transportation services divisions into one department will facilitate the development of policies and programs which complement each other and will thus provide the most cost-efficient overall program to assist in the economic and social development of the NWT.

The proposed objectives for the new department for the coming year include beginning the development of a comprehensive plan for all transportation facilities across the NWT including airports; beginning negotiations with the federal government to obtain devolution of the community access and resource access road programs; integrating the interterritorial and intraterritorial road reconstruction programs into a comprehensive territorial road reconstruction program; participating with federal and provincial governments in the development of a national highways policy; making the organizational changes required to implement the National Safety Code, which establishes more stringent performance and maintenance standards for the interprovincial trucking industry; continuing the training program for residents of Wrigley to enable them to assume responsibility for highway maintenance in their area; also initiating the planning and design process to provide ferry services at Camsell Bend on the Mackenzie highway in 1990; developing an improved motor vehicle and driver registry system to allow for staggered licence renewals and to facilitate the keeping of records to monitor the performance of the trucking industry with respect to the National Safety Code.

Over the past several years, the Government of the Northwest Territories has been actively pursuing the transfer of transportation responsibilities from the federal government. Transfers to date include all highway maintenance and reconstruction activity on the intraterritorial highways which begin and end within the NWT. Transfers awaiting finalization are interterritorial road reconstruction and arctic B and C airports. Further negotiations may result in the Government of the Northwest Territories undertaking, on behalf of the federal government, responsibility for the operation and maintenance of some wharves in the NWT.

The devolution of increased responsibility for the provision of transportation facilities and services, which are normally provincial in scope but which have in the past been provided by the federal government, will continue to be sought by this department. The previous process of decision-making in Ottawa has not always been responsive to the special needs and desires of northern residents.

Transfer of the interterritorial highway reconstruction program is expected to become completed this fiscal year, subject to resolution of the outstanding financial issues. All new road construction, including community access roads and resource access roads, is still the responsibility of the federal government. By taking over all of these responsibilities, the Government of the Northwest Territories will be able to meet NWT requirements in a more effective and timely way.

### Exchange Of Road Construction Experience With USSR

Another important direction that the Department of Transportation is taking is the development of closer links with other jurisdictions operating in similar environments. As a component of the Canada/USSR Arctic Sciences Exchange program, a technical information exchange program, with regard to road construction experience, is currently under way. Last year personnel from the transportation and engineering division hosted Soviet technical and administration staff on a tour of the NWT and Yukon transportation facilities and operations. A return visit to the Soviet Union in June examined practices in that country which may be usefully applied in the NWT. Among these are winter road construction techniques and road development standards in permafrost and muskeg conditions. Additional exchanges are planned to explore in greater detail some of the specific topics that will provide further benefit to design and construction processes in the Canadian North and the Soviet Union.



The privatization of many transportation operations is another objective of the new department. Currently the ferry operations are fully privatized to northern contractors, and over 50 per cent of the highway maintenance effort is provided by northern contractors. Contracting of the Nanisivik to Arctic Bay highway maintenance beat in the Baffin Region is currently under consideration.

#### Status Of Transfer Of Responsibility For Arctic Airports

Forty-one existing secondary airports in the NWT are administered by this government, and some in co-operation with Transport Canada. In most cases the local hamlet or settlement council operates the facility with financial support and technical advice provided through the arctic airports division. Negotiations with the federal government to transfer to the Government of the Northwest Territories total management responsibility and funding for all class B and C airports were completed in 1987. However, due to a lack of funds in the 1988-89 base, Transport Canada was unable to commit the additional moneys which were agreed to. This included funding sufficient to construct or improve airports in those communities requiring improved facilities, as well as to operate and maintain airport facilities. Negotiations are now continuing to resolve this situation, and hopefully to effect the transfer in the near future.

The motor vehicles division maintains a computerized registry of motor vehicles and drivers in the NWT, in accordance with the Motor Vehicles Act and regulations. With the implementation of the National Safety Code by the Government of the Northwest Territories, substantial revisions to the registry system will be made to enable the data base to provide up-to-date responses to inquiries about motor carrier operations and drivers. Further activity will occur this year to publicize and give effect to the provisions of the new Motor Vehicles Act and to provide licence testing for all classes of licence in all NWT communities.

The department's proposed 1989-90 budget provides some \$26.5 million for operations and maintenance, and \$8.5 million in capital. Apart from the injection of an additional \$25 million from the accumulated surplus for transportation infrastructure over the next several years, no significant change in the level of programs from 1988-89 is indicated in the budget tabled here. Pending further transfers of programs from the federal government, nine new person years have been proposed to provide essential management services in the new department. Most of the operations and maintenance funding required to establish and run the new department has been reallocated from within the contributing departments, with only \$500,000 of new funding proposed.

The programs delivered by this new department have a major impact on all residents and communities across the NWT. Improvement of all types of transportation facilities is essential if the NWT is to advance, both economically and socially. A more comprehensive, integrated approach to transportation will result from the creation of one single department with this responsibility. Thank you, Mr. Chairman.

If the committee agrees, I would like to have the deputy minister of Public Works and Highways, Mr. Larry Elkin, and the director of finance, Mr. Dave Waddell, join me at the witness stand to help answer your questions. Thank you.

CHAIRMAN (Mr. Angottitauruq): Does the committee agree that the Minister bring in her witnesses? Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Angottitauruq): Madam Minister.



HON. NELLIE COURNOYEA: Mr. Chairman, in order to facilitate more direct answers to questions, the arrangement that has been made is that Mr. Tom Butters, who is responsible for Government Services, and Mr. Wray -- the responsibility for airports was taken from MACA for this new department -- will be available to answer on specific points in those two areas.

CHAIRMAN (Mr. Angottitauruq): Thank you, Madam Minister. For the record, Madam Minister, would you like to introduce your witnesses before Mr. Zoe makes comments?

HON. NELLIE COURNOYEA: Yes, Mr. Chairman, I have as the witnesses the deputy minister of the Department of Public Works and Highways, Mr. Larry Elkin, and the director of finance, Dave Waddell.

CHAIRMAN (Mr. Angottitauruq): Thank you, Madam Minister. Mr. Zoe.

Comments From The Standing Committee On Finance

MR. ZOE: Thank you, Mr. Chairman. Mr. Chairman, the standing committee on finance reviewed the new Department of Transportation. One of the highlights is that the department is actively pursuing the transfer of transportation responsibilities from the federal government. In regard to issues and concerns of the committee, Members firstly questioned why there are no user fees for GNWT ferries as there are in other jurisdictions. The department indicated that for the amount of traffic using the ferries, a fee collection system would cost more than the revenue from fees. The department will be providing the committee with a cost benefit analysis on ferry system user fees.

In regard to highway patrol, when questioned regarding the replacement requirements for NWT highways, the Minister cited, as one of the factors contributing to the need for replacement, the use of roads by vehicles which exceed the load limit. The department indicated that even a single pass by a vehicle over limit can cause damage to the road. The number of staff available to enforce load limits is, in the opinion of the committee, inadequate. If limits were strictly enforced on all highways, the additional cost of enforcement might be offset by the decrease in the need for replacement of infrastructure.

Mr. Chairman, at the appropriate time, I will be moving recommendation 24 which reads: "The committee recommends that the Department of Transportation seriously consider an increase in resources allocated to the enforcement of load limits on all NWT highways."

In regard to reconstruction/new construction funding pools, the Department of Transportation receives funds from a number of different programs for highway and road construction and reconstruction. Many of these programs are under federal control and although the GNWT has input into the allocation of these funds, the final decision rests with the federal government. Devolution of these programs to territorial control should ensure a unified approach consistent with the government's priorities for the development of the NWT. Therefore, Mr. Chairman, the committee supports the devolution of these programs if the federal government transfers an adequate level of funding to support the programs and the Department of Transportation completes the development of an NWT transportation strategy. Thank you.

CHAIRMAN (Mr. Angottitauruq): Thank you, Mr. Zoe. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, when we appeared before the standing committee on finance, we did go over the reconstruction program for 1989-90. At that time I indicated to the standing committee on finance that we were almost to a conclusion on a certain number of federal responsibilities in the reconstruction program that could be agreed to at any time, and that we were waiting for wording that would be appropriate to assure the territorial government, in taking over this responsibility, that the ongoing costs would be assumed by the federal government. Last night, the deputy minister of Finance received a clarification, an agreement on the wording. I indicated to the committee on finance, that the priority is in receiving the extra funding to be incorporated and managed by the department. Then we would set priorities more



appropriate to requests that had been brought forward by Members and more appropriate to territorial priorities.

So therefore, Mr. Chairman, I have a handout to reflect what was stated and what was presently being held by the federal government, which will probably be finalized by the end of March. So there is a handout that would take that portion of the NWT highway reconstruction program and move it to the integrated approach. That should be provided and it also has been translated. If we could have that circulated, the Members can have that particular piece of paper for perusal when we come to the section on reconstruction.

**CHAIRMAN (Mr. Angottitauruq):** We are dealing with the Department of Transportation. General comments on the Department of Transportation. Mr. Ernerk.

**MR. ERNERK:** Thank you, Mr. Chairman. I should say first of all that I welcome the establishment of the Department of Transportation in the NWT, as well. I looked through a number of items in both the departmental review as well as major objectives for 1989-90. What I do want to talk about very briefly, and it is something that has been in discussion for a long time by the Legislative Assembly and by a number of chambers of commerce in the Eastern Arctic, is something that is fairly close to my colleague for Kivallivik and myself.

#### Winter Roads In Keewatin Region

I am wondering about the position of the GNWT now with regard to the issue of winter roads, especially in the Keewatin Region. I should also indicate that I would like to know a little bit more about this \$25 million fund for roads. I think that was one of the objectives you had indicated in your opening remarks. I think Mr. Wray said it several years ago and I would like to say it again to the new Minister of Public Works. I think the building of winter roads in the Hudson Bay is a good idea. I think it is good for economic development. I also feel that it is good for tourism in the wintertime. I recognize the implications, especially in terms of maintaining such roads throughout the course of the winter, but I think I would be right if I say to you, Madam Minister, that a winter road would be good for at least five or six months of the year in the Keewatin. I am talking about December, at the latest, to the early part of May -- if not from November because the ice gets thick enough, especially around the middle of November, and remains that way at least until the early part of May.

What is the department's present thinking now with regard to constructing winter roads in the Keewatin Region? I also believe, as I said previously, that it is good, that they would contribute, especially in terms of freight, to the lower cost of living because, as the Minister knows and as everyone knows, we depend greatly on air freight from southern centres such as Churchill and Winnipeg. I would just indicate to the Minister that in Rankin Inlet, where we have a direct flight out of Winnipeg to Rankin, a quart of milk, for example, is \$4.50 or \$4.60. That is a lot to pay for milk. I just use that as an example because, as I said just a few minutes ago, we depend very much on air transportation. Why not go for a winter road?

**CHAIRMAN (Mr. Angottitauruq):** Thank you. Madam Minister.

**HON. NELLIE COURNOYEA:** Mr. Chairman, the department over a number of years has been approached from the Keewatin residents on that matter of alternate services for supply. I do not know if the Member is aware, but a feasibility study is to begin on April 1st, and it is going to be done jointly by the federal government and ourselves. The feasibility study would be on the winter road network to feed into the Keewatin from Churchill for supply. It is anticipated that the feasibility study will take about six to seven months to complete.

**CHAIRMAN (Mr. Angottitauruq):** Thank you. General comments. Mr. Ernerk.



Docking Facilities In Eastern Arctic

MR. ERNERK: Thank you, Mr. Chairman. I just want to very briefly switch to the issue of docks and wharves. A couple of years ago I remember the Government Leader indicated to us that one of the programs that the Government of the Northwest Territories was going to be taking a look at was all areas of docking facilities in the Eastern Arctic. I guess that applies to most of the NWT. When it comes to the issue of docking facilities, it is insufficient. It is not enough when we take a look at docking facilities in the communities in the Eastern Arctic. The Minister will notice that I have showed you a picture of one of the community docks in Coral Harbour where the sand and gravel washes out every summer, especially after the ice is gone from the community. The maintaining of such a dock must be expensive. Just to give you another example, in Rankin Inlet we have had this docking facility for a number of years. It is an old dock left by the Rankin Inlet Company back in 1963. So I would be correct in indicating that the community has had to maintain it since the mine left, probably with some little assistance from the GNWT or the Government of Canada -- not from the GNWT? Okay, I stand to be corrected. Probably with some small assistance from the Government of Canada.

Last summer it was communicated to myself that a new docking facility was going to be found in another location, on the other side of the community. What I am wondering is, with this program under this new department, is this new docking facility in Rankin, and the one that I mentioned in Coral Harbour, in line with what you have indicated to us this afternoon, Madam Minister? It says, "...transportation infrastructure in the NWT, including community airports and docks and the highway system, pursuant to devolved authorities and/or memoranda of understanding between the GNWT and the federal government, and to regulate and license individuals...". Is this in line with what you have been telling us this afternoon, with regard to the establishment of new docking facilities in the NWT?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

Limited Funding For Small Wharves

HON. NELLIE COURNOYEA: Mr. Chairman, certainly, in part, yes. I believe that in the formation of the Department of Transportation and the responsibility and the negotiations that would become fairly extensive in the new year, with the federal departments that presently hold that responsibility, certainly we will be addressing that. The GNWT certainly has a very limited amount of funds that we can apply to small wharves in communities. Presently there are three communities in the Keewatin area that are going to get some funds. However, primarily the Department of Fisheries and Oceans and Ministry of Transport are the people who have the main responsibility for wharves and the establishment of the feasibility study for the Keewatin certainly will lend to further negotiations with the federal government in upgrading the deficiencies that are very predominant in the Keewatin Region. So I would say that the particular responsibility for this new department, and the Minister responsible for it, would be to begin those negotiations with the federal government as quickly as possible.

CHAIRMAN (Mr. Angottitauruq): Mr. Ernerk.

MR. ERNERK: Mr. Chairman, is private industry expected to be involved in this? I am talking about companies like Northern Transportation Company Limited. Are they expected to be involved in whatever means there are of being involved, I guess monetary or feasibility studies and things of that nature?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, certainly if I were responsible for the transportation company I would want to be involved, or at least consulted, in the design of the appropriate facilities. Certainly, if it was appropriate, I am sure that in any construction and organization of funds to provide better facilities, if it is possible to have a contribution from private industry, that would be entirely appropriate as well.



CHAIRMAN (Mr. Angottitauruq): Thank you. General comments. Mr. Ernerk.

Driver's Licence And Registration Renewal Notices

MR. ERNERK: Thank you, Mr. Chairman. A final question for now. In the major objectives for the 1989-90 budget year, under motor vehicles, on page 12.07, one of the major objectives is to develop a system for driver's licence and vehicle registration renewal notices. When we made an amendment to the Motor Vehicles Act with regard to three and four wheelers in the NWT, one of the questions that I forgot to ask of the government was the issue of providing training for the people of the Eastern Arctic in terms of complete driving instruction programs. I am particularly aiming this question on behalf of the elders who do not know how to read English. What is being done under this particular program to make sure that the driver's licence as well as registration renewal notices are being introduced, especially in terms of making them simple and understandable to the elders in the East? Thank you, Mr. Chairman.

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, as this responsibility has been transferred from Government Services into this department, I will defer that question to the Hon. Tom Butters.

CHAIRMAN (Mr. Angottitauruq): Mr. Butters.

HON. TOM BUTTERS: Just a question of clarification on my part. Is the Member directing the question relative to the requirements for licensing and registering three wheel vehicles, or is it licensing and registering vehicles generally?

CHAIRMAN (Mr. Angottitauruq): Mr. Ernerk, would you like to clarify that for the Minister?

MR. ERNERK: First of all, I did use the words three and four wheelers. I will try and clarify this for the Minister. First of all, am I in the right department at all? Yes. Thank you. I want to be able to see these papers such as driver's licence and registration renewal notices in a very simple form, especially for the benefit of unilingual people; and I am talking about Inuktitut-speaking individuals. Are the Minister and the department planning to introduce very simple forms regarding driver's licence and registration renewal notices, and anything that is related to motor vehicles?

CHAIRMAN (Mr. Angottitauruq): Just at the beginning of the committee the Minister informed the House that either Mr. Wray or herself or Mr. Butters would answer the questions if need be. You are on the right track but it just happens that Mr. Butters was not quite ready for your question. Thank you. Mr. Butters.

Department Aware Of Language Difficulties

HON. TOM BUTTERS: Well, Mr. Butters was as ready as he will ever be for the question. But he just wanted to clarify whether we had to go back to the three and four wheel vehicles or to look at vehicles as a whole. The Member quite clearly indicated that he was looking at all vehicles, the requirements to license and register all vehicles and the difficulties experienced by unilingual persons in that regard.

To speak to the matter of all vehicles, the motor vehicles branch is aware of the difficulty that the unilingual people and Inuktitut-speaking people have in dealing with the tests, especially the written tests, for the licence. My understanding is that such tests are provided orally and the driver's licence information book, although not yet translated into syllabics, is in the process of being so translated. There is an awareness of a special need on the department's part to assist Inuktitut-speaking people to overcome those difficulties. With regard to three wheelers and four wheelers, the department is just embarking on that area. It is aware of the need. Mr. McDonald, as you well know, has served in smaller communities and knows the difficulty experienced by

the people seeking registration and seeking licences. I am sure he will ensure that notices that go out to people are written in syllabics and that proper communication is made with them. I think we understand the difficulties the Member has raised and I am responding to say that Mr. McDonald and his people will be as sensitive as can be to overcome that problem.

**CHAIRMAN (Mr. Angottitauruq):** Thank you, Mr. Minister. Mr. Ernerk, if you have a small question, we will go for coffee right after you ask the question.

**MR. ERNERK:** Thank you, Mr. Chairman. Now that the law which will require people in the NWT to have helmets and licences and two persons on three and four wheel vehicles is going to be in place by April 1st, who is going to enforce these laws? The RCMP? This is a difficulty again that I faced, and you, Mr. Chairman, yourself, and the Minister himself noticed when we were in Rankin Inlet last June for the standing committee on legislation. Does it mean we give more responsibilities to the RCMP officers, recognizing the fact that they are busy enough now doing some other things at the community level? I would go for providing more authority for by-law officers at the community level just like they do here in Yellowknife, because I noticed that I got a ticket the other day from a by-law officer.

Why do we not take a look at that kind of approach especially where there are new RCMP officers? I am talking about places like Repulse Bay, Chesterfield Inlet, Arctic Bay and other communities in the NWT which are in that type of situation. Who is going to enforce all these laws? Speed limits were a big issue in Rankin Inlet last summer, where people were concerned about the fact that no one enforces speed limits. Not many people know how to drive. Who is going to enforce all these things now?

**CHAIRMAN (Mr. Angottitauruq):** Thank you, Mr. Ernerk. Mr. Butters.

**HON. TOM BUTTERS:** Two issues were raised by the Member, one relative to the principle that one should understand the law before the law is imposed. As he mentioned, April 1st we will see the new legislation coming into effect. I believe that the Department of Culture and Communications has syllabic materials which will be put into the communities so that people will understand the law and their requirements and responsibilities under that legislation.

With regard to enforcement, the Member is correct. Under the old regulation where the communities have the responsibility, enforcement did not occur either by the by-law officers or the RCMP. It was not happening in a number of places. That was one of the reasons why the government, regretfully, had to withdraw the legislation from the communities themselves and put it out as a blanket legislation for the whole of the Territories. When it is implemented on April 1st, the RCMP will be required to enforce that law, and the Minister of Municipal and Community Affairs has indicated to me that by-law officers within the community also will have the ability to enforce the law. There should be enforcement potential from both the federal force and the municipal officials.

**CHAIRMAN (Mr. Angottitauruq):** Thank you, Mr. Butters. We will have a coffee break.

---SHORT RECESS



CHAIRMAN (Mr. Angottitauruq): General comments. We are on the Department of Transportation. Mr. Arlooktoo.

Docking Facilities In Small Communities

MR. ARLOOKTOO: (Translation) Thank you, Mr. Chairman. I would like to make a comment regarding wharves. In my area there is a very high tide, and we have a great need for docks because it is very hard to find harbours, especially in Lake Harbour because we are in a very narrow bay. We need to get a dock or docking facilities for that community. Also, in my constituency there are 40-foot tides. Since that is the case, we have to have docking facilities for the smaller communities, especially in Lake Harbour and Cape Dorset. I think it would be easier to build in Cape Dorset; it might be harder in Lake Harbour.

Regarding docking, I think the hamlets themselves can do the work if funds can be provided to them because there is a lot of rock in that area. I think we can make a dock using the materials that are there already, rather than hauling gravel or other material. For the two communities of my constituency, Lake Harbour and Cape Dorset, can you tell me how you propose to deal with these, regarding docking facilities?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, as I stated before, the wharf structures that are to serve the resupply needs of the communities in the NWT -- this responsibility rests with Transport Canada. The federal Department of Fisheries and Oceans also have a mandate to provide facilities to serve the needs of renewable resource harvesting and tourism. I know that the Member, as well as other Members here, realize that neither of these programs has provided any substantial investment and capital in the NWT in the past few years.

As I stated before, at this point in time a joint study with the federal departments, Indian Affairs, Fisheries and Oceans, and Transport, and the Government of the Northwest Territories, will be started on April 1st in the Keewatin Region. Once that study is complete, we will be moving to Baffin to look at the needs of the Baffin communities. I do not see the feasibility study beginning before at least six or seven months after the Keewatin study has been completed.

However, for the Member, Cape Dorset will have some funding going to it this year, in the amount of approximately \$100,000. Given the statement made by the Member that it would be more difficult to address the specific concern of Lake Harbour, I would like to suggest to the Member that a continual push to have the wharf study done in the Baffin would be appropriate. I believe that the very reason that we are attempting to put a Department of Transportation together is to address those concerns. Probably things would move much quicker because there will be a specific concern addressed, including wharves, in the ongoing negotiations with the federal government to try to move forward projects in communities such as Lake Harbour.

CHAIRMAN (Mr. Angottitauruq): Thank you. Mr. Arlooktoo.

Lake Harbour Airstrip

MR. ARLOOKTOO: (Translation) Thank you for your response. We will keep that in mind and I will keep my constituents informed. Also, regarding Lake Harbour, we have a major problem, as you all know, with regard to the airstrip. I know that there are no funds available from this government to provide money for that, but I would like to see something done and I will continue to push for a better airstrip in that community. Our existing airstrip is inadequate and we can only get one type of aircraft to supply the community. A lot of people feel unsafe, even though there have been no accidents, and it is a continuing concern. Regarding the Lake Harbour airstrip, I would like to see your department plan for a better facility. As you know, we have been requesting improvements for a long time and we are not just talking about it. We are actually requesting you to do something about it. Thank you.



CHAIRMAN (Mr. Angottitauruq): Mr. Wray.

HON. GORDON WRAY: Thank you, Mr. Chairman. Certainly the topic of the Lake Harbour airstrip is well known to this House. However, I guess there are two options open to us at this point in time. First of all, the Member is correct, there is no capital in this budget for Lake Harbour, and it is extremely doubtful whether or not capital for a new airport could be secured from the federal government, simply because the priority for the NWT at this point in time is the 11 uncompleted airports that were not finished under the B and C policy. If funding for a new airport was to be made available, it would only be made available after the 11 uncompleted airports had been finished.

However, there is another option open to us, as I explained to the Member when I was in his constituency four weeks ago. We are rapidly running out of land in Lake Harbour, and we have set aside a major amount of money for land development. However, the costs of new land development in Lake Harbour are going to be extremely high, no matter where we go. The federal government also has plans to spend approximately \$2.5 million over the next two or three years on the upgrading of the existing runway. We have initiated a study within Municipal and Community Affairs to look at perhaps taking our land development money, adding it to the federal money that they are prepared to spend on the upgrading, and seeing how much a new runway, built by ourselves -- and I believe it is alternate two -- would actually cost. If, for example, a new runway could be constructed for approximately three to four million dollars, it would make more sense for us to construct the runway and then use the existing runway in that area for land development. The land where the present airport is, is already developed, and it is perfect for our needs for the next approximately 15 years. That is the process that is under way right now, and as I say, the Member is well aware of that process. When we have the results of our study, and the appropriate costs, we will be advising the Member as to our planned course of action. Thank you.

CHAIRMAN (Mr. Angottitauruq): Thank you. Mr. Arlooktoo.

MR. ARLOOKTOO: (Translation) My last comment is regarding the airport in Cape Dorset. It is much too small. I just want to inform you that the terminal is much too small, even for people who are just going to leave the community. Even if the aircraft is not full, the terminal will be filled to capacity. I would also like you to look at future plans for the terminal in Cape Dorset because it has to be enlarged. I want you to be aware of that because the terminal in Cape Dorset is too small. Thank you.

CHAIRMAN (Mr. Angottitauruq): Mr. Wray.

HON. GORDON WRAY: Thank you. I appreciate the Member's advice. However, it should be noted that the terminal building in Cape Dorset is the standard terminal building that is in place in all communities. That is the only one at this point in time that the federal government is willing to fund. We agree that it is too small, but there is no difference between the terminal building in Cape Dorset and other communities of similar size in the NWT.

CHAIRMAN (Mr. Angottitauruq): Thank you. General comments. Mr. Gargan.

#### Design Of Roads In NWT

MR. GARGAN: Thank you, Mr. Chairman. Madam Minister, first of all I would like to thank the department for the access road that they have done repairs to. The community appreciates that. The other thing is that we have also been able to access a DPW building for some canoe construction, and I would also like to thank the Minister and the department for that, too.

One of the main concerns I have, Mr. Chairman, is that, being from Fort Providence, I do drive about 200 miles to Yellowknife, or else if I am going to Hay River it is 160 miles, and if I am going to Fort Simpson it is another 200 miles. I have long distances to travel. I am very much aware of the condition that these roads are in. One of the main concerns I have, Madam Minister, is that



the average speed a vehicle travels on the Mackenzie highway at any given time is about 60 miles an hour, or 90 kilometres. At that speed, I would like to ask the department whether or not the design of the roads reflect the speed that the vehicles are travelling at. The only time that I ever noticed any difference when I am travelling is when I am slowing down to 40, just to go around corners.

During the Christmas holidays there was an accident based on that type of condition. The Hart Lake Tower, Mr. Chairman, is one area where I have said time and time again during the last few years that the road on the Hart Lake Tower is a curve going up hill or down hill. That has always been a problem and it does not seem that the department agrees. I can recall people getting into accidents on that corner and even being killed because of the awkward way that the road has been built. I would like to ask the Minister, on that particular corner that I have been referring to for the last six years, are there any anticipated plans for it? Also, I understand that the department did do surveys on most of the curves that you have to go around at 45 miles an hour. However, those are just surveyed, and there has never been any actual construction done to those particular curves.

During the 10th Assembly there were plans to reconstruct the access road to the Hay River Reserve, as well as paving. I do not see that being reflected any longer. I am not on finance anymore; I do not know if it is an oversight on my part or not, but I just do not see it. I would like to ask the Minister whether or not this particular project has been withdrawn. There were plans for it during the 10th Assembly and I saw it being reflected even during the last session, I believe. Those are the concerns I have and I would like to ask the Minister whether or not she would answer those.

Another concern I was going to refer to is with regard to Eileen Vale, who is now a widow. She lost her husband last year. I expressed that concern to the previous Minister as well as to yourself, Madam Minister, and I would like to see if perhaps something could be done from your department with regard to operators doing that short stretch of road that goes to her house, because I do not believe she will be able to do it herself.

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Yes, Mr. Chairman, I might have to ask the Member to re-clarify the second point. I did not catch totally what he had said. In terms of the design of the road to speed, from the border to Yellowknife, the design is for 100 kilometres per hour except for certain sections, and these sections are signed and the signs are put up that would not reflect the 100 kilometres per hour. On the Hay River area, the department does agree that it is a bad section and it is very high on the priority for reconstruction so with that first comment to your question, I wonder if you could give me your second question because I did not get quite what you were saying.

CHAIRMAN (Mr. Angottitauruq): Mr. Gargan.

#### Hay River Access Road

MR. GARGAN: Mr. Chairman, during the 10th Assembly, as part of the five year capital plan that used to be done, the Hay River access road was going to be reconstructed and paved. That was when, I believe, Mr. Sibbeston was the Minister, and then Gordon Wray was, but I thought that was based on all these capital plans that I did in most of my constituency newsletters. It was in there that I also put in those plans by the government. I find that it is no longer in the capital plan. I do not know whether it was done this year or not but I would like to get a clarification from the Minister as to why the plans no longer exist for the access road.

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, on the Hay River Indian village access road, the Member is quite correct, there is no allocation for that particular part of the road. Basically,



because of our limited resources and because there are other areas that are in more dire need, at this point in time he is quite correct in saying that there is no money available to fix that part of the road.

Mr. Chairman, in regard to the Vale access road, I will ask the deputy minister if he could respond to that. We have some notes on it but I am not familiar with that particular area.

CHAIRMAN (Mr. Angottitauruq): Mr. Elkin.

MR. ELKIN: Thank you, Mr. Chairman. Just bear with me a second while I bring myself up to speed on the key points here.

AN HON. MEMBER: Hurry up.

MR. ELKIN: This particular road, the Vale access, it is understood and appreciated that maintaining it in good shape is a high priority. It is our plan to bring this particular road up to reasonable shape. Does that address your question or is there further clarification required?

CHAIRMAN (Mr. Angottitauruq): Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. Just maybe to let the Minister of the department know that Eileen Vale lives by herself in the location where the access road is, and that she cannot afford to get a four-by-four or that type of a vehicle. She must be able to drive to and from work from where her house is and that was my concern. Whether or not there might be some -- I do not think it would take much to get that access road cleared during the wintertime or ploughed during the summertime, some small amount of work, so that she will be able to go to and from the community where she works. That was my concern.

Also, maybe the Minister might be able to clarify whether or not during this year, she did indicate that there was going to be \$26,000 in operations and maintenance and \$8.5 million in capital. But am I also correct in saying that there is a further commitment of \$25 million under the supplementary or the surplus in the amounts up to in the neighbourhood of about \$60,000? Am I correct?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, from our notes regarding the Vale access it was just not quite clear but it is our intention to take care of that problem. I wonder if the Member would reclarify. I did not really quite get his question on the \$25 million on the total O and M. I did not quite read what he was asking.

CHAIRMAN (Mr. Angottitauruq): Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. During the Minister's opening statement she indicated that there was going to be the operation and maintenance total of \$26.5 million, and for the total capital it would be \$8.5 million. To add up both would make it \$35.1 million. This is what the allocation for her department is for this year, but on top of that there is also a further \$25 million which is for extras, I guess. This is what I was trying to clarify because the Minister did say that the priorities have changed. But if she is saying that to replace existing programs in this department, then I accept that. But with a further \$25 million, I thought that maybe the Hay River Reserve access road would not be dropped, since she does have that extra money and according to her priorities on that -- it is to preserve existing investment and levels of service.

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, the Member is correct in saying the \$26.5 million and the \$8.5 million are reflected in the budget. The \$25 million is an extra fund, so that is separate. I think perhaps what the Member is referring to, is that right after I gave the budget presentation



on the NWT highway reconstruction program for 1989-90, during the presentation to the standing committee on finance, I mentioned that there were two pots of money: one which was totally within the NWT regime of decision-making and then another pot of money that was in the federal regime. The part we were negotiating on the federal regime, we were not quite sure whether we should reflect that within the priorities that we would set as a total Government of the NWT, because the federal funds that were allocated were indicated in vote four. I provided that paper to you.

To step back a little bit, we had, yesterday, appropriate wording where we can now take the section on this paper that was handed out and move that into the GNWT. Previously on vote four, the money was prioritized by the federal government. So before the end of March we will be moving that to the GNWT. You will note on the third column where the other priorities will kick in. I just wanted to give you notice of that, because we did discuss it at the standing committee on finance.

So column one on intra-GNWT, without transfer, were indicated, vote four -- those two would come together now, and the priority list, the third column would be what is indicated. I did say that I would provide that information to you. This does not have anything to do with the \$25 million. The figures that were on the vote four were not reflected in the budget but carried in vote four. But in the decision-making process, they will be put together. The third column will now become the projects that we will be dealing with. So that is separate from the \$26.8 million and the \$25 million.

CHAIRMAN (Mr. Angottitauruq): Mr. Gargan.

Status Of Project Re Hay River Access Road

MR. GARGAN: I know when the Minister responded to me about the access road to the reserve, there was maybe a lack of information going to her, but is she aware that the project has been dropped? Is she also aware why the project has been dropped or the circumstances as to why it has been dropped? Because the Minister wrote to me on October 28th and she prioritized projects for reconstruction. And in there the first priority for reconstruction are those projects required to preserve the existing investment and levels of services, not the traffic flow. On the second priority for projects, it was to upgrade substandard facilities to acceptable levels of service, and that will be done in a way which provides the best overall return on the investment. So it was based on those two statements that the project designated for the access road on the reserve was there, and it no longer exists. So I would like to ask the Minister what compelled her to change her mind on this project and the reasons why it has been dropped. What is the priority status now for the Hay River Reserve access road, if it falls under your priority list any more?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: My understanding on the question from the Member was whether there was going to be a reconstruction of that road. We intend to maintain it. There are funds for ongoing maintaining of that road and certainly we intend to do that. But it is not on the reconstruct list. Out of our O and M funds, we intend to maintain it. The question I thought he put to me was whether we were going to reconstruct the road. So if the question is whether we are going to maintain it, yes we are, out of our operation and maintenance fund.

CHAIRMAN (Mr. Angottitauruq): Mr. Gargan.

MR. GARGAN: I do have certain documents, not with me now, but there was correspondence written on the basis of what the plans were for the Hay River access road. As part of that plan the government did respond in saying that there was going to be some engineering and design work done, and following that there will be reconstruction and paving. Unfortunately I do not have that document to justify my statement, but I could dig it out. I will pursue it when I go back home.

CHAIRMAN (Mr. Angottitauruq): Madam Minister.



**HON. NELLIE COURNOYEA:** Mr. Chairman, I am sure we can continue the dialogue between the Member and myself and clear up any misunderstanding there may be. So I will continue to work with the Member to resolve this issue.

**CHAIRMAN (Mr. Angottitauruq):** General comments. Mr. Pudluk.

**MR. PUDLUK:** (Translation) Thank you, Mr. Chairman. I am happy to see the new department being introduced and I am glad they can have three Ministers to look after it. I have one big concern regarding the transportation area. The major problem in the North is the docking facilities and what I am going to say to you is just for you to think about. I know you are going to do a survey on which communities will be priorities to get docking facilities. You will have to look into the communities that have the strongest winds and also the freezing of the ice conditions. We have a Fisheries and Oceans person in Resolute Bay and they do a little bit of surveying in the area, especially in the fishing areas. They have three boats that are quite large to do the surveys and a lot of the time they do not have proper docking facilities, due to the strong winds. I would like you to consider this, when you do your survey of the communities, as to where you would put the docking facilities.

Also, I am happy to see in the document here that this will be transferred to the private sector. This person is trying to start out and take over the docking facilities in Arctic Bay. I think I expressed this concern last year to Mr. Wray as to when the docking facilities will be started. Are they going to be transferring some of the responsibilities to the business people in the North in the 1989-90 plans? If you could answer me in that area later on, I will be happy. Perhaps if you could give me more information on this.

**CHAIRMAN (Mr. Angottitauruq):** Madam Minister.

**HON. NELLIE COURNOYEA:** Just to clear up -- the translation said that the private people want to take over docking facilities. Were you not talking about the airport access road?

**CHAIRMAN (Mr. Angottitauruq):** Mr. Pudluk.

**MR. PUDLUK:** (Translation) I am sorry. I think maybe I was talking about too many items at the same time. First of all, I was talking about the docking facilities and the surveys, that they will be updating the facilities in the North. I just want you to think about these facts, consider the communities that have the strongest winds in the summer. Maybe you should make these a priority, the communities that have a lot of ice in the wintertime. Maybe you could make these communities a priority. In Resolute Bay we have Fisheries and Oceans people and they have three large boats and you cannot put them ashore by hand and a lot of times they do not have the proper facilities to dock them. They have to move them quite a ways from the community. This was the first one.

This is not a question about the docking facility but the access road from Nanisivik to Arctic Bay. It states in this document that you will be transferring some of the responsibilities to some of the business people in Arctic Bay to look after the road maintenance -- on page 12.06. I wanted more clarification on whether you will be transferring some of these responsibilities in 1989-90 fiscal year or 1990-91. This was my question, Madam Minister.

**CHAIRMAN (Mr. Angottitauruq):** Madam Minister.

**HON. NELLIE COURNOYEA:** Yes, Mr. Chairman, if the negotiations show that there can be a workable solution to the problem with privatization, yes we will be. That will become dependent on how quickly we can move it along but presently we are in talks with a couple of people on how they can complete their responsibility on that road. As soon as those talks go through and they have a workable solution, it may happen in three months or four months. It just depends on the point of time where everyone is comfortable so that the people who are taking over the maintenance job can carry out their functions properly. It could happen anytime.



CHAIRMAN (Mr. Angottitauruq): Mr. Pudluk.

MR. PUDLUK: (Translation) Thank you, Mr. Chairman. Thank you for your answer. Also on the same page, I am not clear on this. On the first page it states that the regional superintendent of Inuvik, why is that in this section? Are they going to be opening up an office for the Department of Transportation in Inuvik? Can you explain to me what the purpose of this section is?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, what it is, is that we are making a full regional office out of Inuvik and the person year will be into Inuvik to service that region.

CHAIRMAN (Mr. Angottitauruq): Mr. Pudluk.

MR. PUDLUK: (Translation) Are you going to be delegating to the other regions, main offices for the Department of Transportation? Will that be the case too?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Yes, Mr. Chairman, I believe it is the intention of the GNWT generally to decentralize as we maintain those positions or workload. Right now we have not got a program of rescheduling when we are going to do it for another region but at this time, because of the activity in the Inuvik Region with the highway and the marine operations, it is appropriate to do that because the workload is there at this time and there are a certain number of people who are presently there as well. Certainly as we go along the intention is to provide that service to each region.

CHAIRMAN (Mr. Angottitauruq): Mr. Pudluk.

MR. PUDLUK: (Translation) Thank you, Mr. Chairman. Looking at the responsibilities of the department, it is good. The other roads, such as the Mackenzie and Fort Smith highways, are a lot more than what is being stated in the document here.

I do not have too many questions left but I have one more question to ask. The ice road that is accessible to Dettah, who is looking after this section of ice road, Madam Minister?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, we do.

CHAIRMAN (Mr. Angottitauruq): Mr. Pudluk.

MR. PUDLUK: (Translation) You have these winter roads open in the wintertime and the ice road is also open. I know if I ask for one I will definitely will get a no answer. These two winter roads are open throughout the winter. I do not understand why. I do not have too much left to say.

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, I have to plead ignorance on that one so I will ask the deputy minister to speak to that and explain why. I believe the question is, do we have an all-weather road and then, plus do we have an ice road? Why do we have the two?

CHAIRMAN (Mr. Angottitauruq): Mr. Elkin.

MR. ELKIN: Thank you. The reason that we have that road is that if you go around the long way, I believe it is about 20 kilometres, and there are many people who live in that community that work in town here. Building the ice road provides them with access which is only about three



kilometres. The cost to build and maintain that road is not high, and it is seen in a very positive way by the people that live in that community.

**CHAIRMAN (Mr. Angottitauruq):** Thank you. General comments. Mr. Lewis, you are on the list.

**MR. LEWIS:** Mr. Chairman, I am very interested in roads. I am very interested in the trucking business, a fascinating bunch of people that work in trucking. I have a few things that I want to say. First of all, for years people have made a big issue of transportation, and I was very pleased to hear -- and since Mr. Ballantyne is not here I can say something nice about him -- I was glad to see in the budget yesterday some arrangements for not only developing the Department of Transportation but actually looking at long-term goals in developing a transportation infrastructure. I am very pleased to see that that is happening. It may not please the business community immediately, because it does not help you tomorrow, but it is good to see the government of the day taking a long view of things instead of trying to fix things up just for tomorrow or next week. I think that is a very commendable thing to do. I suppose everybody who is interested in the transportation business would be interested in that, too.

#### Roads Built To Nowhere

However, one of the things that bothers me is the continuing demand that we build not roads to resources but roads to nowhere, very often. What happens is, you build a road at tremendous expense and if it is to a distant mine site you never know whether you will need it next week or next year. It is hard to say for how long you are going to need it, and whether the price was a good justification. I am very much in favour of the Members who have talked about the importance of ice roads. We have developed an enviable reputation in the NWT, known throughout the world, for making ice roads. I think that is an area of expertise that we should be proud of.

The major point I want to make though, if I may, Mr. Chairman, is that last year when we dealt with this department, the Department of Public Works, I asked several questions about the amount of work that was going on on the highways, because I rented a vehicle and made it my business to go around the road system and check it out and see what it was like, and I met a lot of trucking people. The comments that I am going to make now may please some people and may displease others. When I asked my questions last year about why this particular piece of road, which did not seem to have an awful lot of traffic on it -- why so much money was being spent on it, I was told, well, we have a piece of capital construction there which we must protect. We have put a lot of money into that, so that is why we are putting more money into it, to make sure that it will be there for future generations.

#### Enforcing Load Limits

What bothers me is this, and it came up at several constituency meetings over the last while. Although we take seriously this issue of fixing up roads that get damaged, we do nothing about enforcing load limits. I know that the big bosses in the trucking business will not like what I have to say on this one. However, we need to police far more the people that use our highways in vehicles that are obviously overloaded.

Last summer I happened to come back from Edmonton and was moved when I got to Manning by a field which had a number of Charolis bulls in it. Although I had an old feeble truck, I decided to ask the farmer if I could load my truck from his field, using this bull manure. I took a massive load of this stuff, and as I was passing the weigh scale by Hay River I thought, well, I wonder if I also fit into this category of people that are carrying far too great a load for the kind of truck that I have. The thing creaked and groaned all the way to Yellowknife.

It came to mind just recently at several meetings when young fellows said, "I know why you have bad roads; it is because I, for one, drive a truck that is making massive trenches every time I take it on the road. I do not have the guts to tell the fellow that hires me that I am overloaded because if I do that, I will not work any more. I am finished; I am down the road." What happens is that



the poor guy just keeps on trucking and keeps on making big furrows in the road, and we end up then facing the problem of having to live with roads that are really fine for big trucks that are about 15 feet off the ground but not very good for some of us that drive modest little vehicles; or in the case of Mr. Butters, vehicles that are so old, you know, that they can barely make it up the highway.

---Laughter

I do have a motion, Mr. Chairman, but I am not sure this is the appropriate time to do it because, although I have lots of things to say about trucking and roads and transportation, I am generally supportive of what is going on here. However, I would like to do something about increasing resources for the enforcement of road loads on our territorial system. I would like to be able to do that somehow, and I would like to get some direction from the Chair if it is okay to make a motion at this stage, or will I have to wait? Thank you.

CHAIRMAN (Mr. Angottitauruq): Mr. Lewis, you can make the motion if you wish.

Motion To Recommend Increasing Resources For Enforcement Of Load Limits On All NWT Highways

MR. LEWIS: Mr. Chairman, I would like to make a motion, and the subject is covered in recommendation 24. I move that the Department of Transportation seriously consider an increase in resources allocated to the enforcement of load limits on all NWT highways. The seconder is Mr. Zoe of Rae-Lac la Martre.

CHAIRMAN (Mr. Angottitauruq): Mr. Lewis, we will require a written copy of your motion and translation. We will take a five minute break.

---SHORT RECESS

We will now come back to order. For the record, Mr. Lewis, mover of the motion, would you please read your motion?

MR. LEWIS: Thank you, Mr. Chairman. My motion reads, I move that this committee recommends that the Department of Transportation seriously consider an increase in resources allocated to the enforcement of load limits on all NWT highways.

CHAIRMAN (Mr. Angottitauruq): Mr. Lewis, your motion is in order. To the motion. Mr. Lewis.

MR. LEWIS: Briefly then, Mr. Chairman, along the lines very much of Mr. Ballantyne's initiatives in the area of safety. It seems to me that although we can be accused very often as governments of all the regulating and getting in the way of developments through putting too many rules and regulations in place, it seems to me that we cannot take safety matters lightly.

I mentioned during the last session, the number of people that have been killed on our highways so it is in that spirit that I present this motion, Mr. Chairman; not only to protect our roads, but to protect our people and to show the concern for safety that legislators should always show in their deliberations in this House. I urge everybody to support the motion.

CHAIRMAN (Mr. Angottitauruq): To the motion. Mr. Whitford.

MR. WHITFORD: Thank you, Mr. Chairman. Yes, I too support this motion. From practical experience one only has to live around this area to get a feeling of what is being said when we are looking for stricter enforcement for heavy vehicles on our highways. I will give you examples of the road between here and Prelude Lake, or here and Prosperous Lake actually. There is a mine out there and for the last little while there were trucks coming out of the mine hauling ore over to another mine, Giant. I have seen, Mr. Chairman, personally, these trucks come out of there; they are overloaded; there are no sideboards on their trucks; there are rocks falling off the



trucks onto the road. You can drive past there, at least last summer you could drive past the mine site, and you are going to see boulders there the size of footballs and larger right in the middle of the road. There are ditches; there are tracks on each side of the road where these trucks -- predominantly on the one side, coming into town it would be on the right hand side -- the trucks have so much weight this is pushing out the underlay.

I believe that with strict enforcement these trucks would carry their required loads. They would have sideboards on their trucks and they would prevent this kind of damage, not only to the road surface but the potential damage to people. We are very fortunate that no one has been hurt on that road from rocks falling off trucks as traffic passes. I have seen rocks fall off there which, if a small car would have been passing at that moment in time, would have gone right through the window. Then Lord knows what happens. Seatbelts in this case would not help you.

#### Lack Of Enforcement

I attribute quite a lot of that, I would suppose, to the fact that there is no one patrolling that part of the highway. The RCMP do a good job on the main highways with speeders and such. But when it comes to weight limits, and it comes to the fact that these trucks are not properly lit, a number of different things that, again, I do not know whether they are the driver's fault -- as Mr. Lewis has said, if you start complaining about it you start looking for another job. If we had people that were there to enforce this -- that is their job, and they make sure that these trucks have brakes that are working properly. They make sure that they have lights that are adequate. They make sure that these trucks have sideboards, proper equipment to prevent their loads from shifting and falling off onto the roads, and prevent them from being overloaded and breaking up the highway.

You drive past Prosperous Lake and the road improves considerably because they do not have the same weight there. The same thing applies on the highways south from here. With more enforcement -- I hate to use that word enforcement but it is a fact of life. It is for the safety of the public. Truckers are doing a good job the majority of the time but unfortunately there are a few that push to the limit their equipment, their schedules and such. The Department of Transportation needs sufficient people to enforce these rules, these laws that are made for the safety of not only the drivers and the companies -- because if they have an accident, the company is going to end up paying higher insurance rates on damage to equipment -- but for the public's safety. I think the department should probably play a more important role by acting soon on this before something does happen and then they do come under serious criticism from the public. I think we may hear a little bit of criticism as far as overregulation, being overregulated, or too much enforcement and not enough of letting the industry control it. But I think that in this case we must think of the public's safety first. Thank you.

CHAIRMAN (Mr. Angottitauruq): Thank you, Mr. Whitford. To the motion. Mr. Morin.

MR. MORIN: Thank you, Mr. Chairman. Where is the motion? I could not find it. I still do not have it. I cannot read that. I, for one, will not be supporting this motion. I do not believe that some of the statements some of the Members made were all exactly true. You know, saying that truck drivers and truckers were killers and driving on the road very unsafely. Truck drivers are professionals. I do not know if we politicians are, sometimes, but I know truck drivers are. They take their job and their industry very seriously.

It is not always an overload that does the damage to the road. Constant movement on that road does the damage. Our roads are basically soft in the Territories. You do not have to be overloaded to feel it when you drive a truck down the road, whether you have a load on or you do not.

In our jurisdiction, in the NWT, we have some of the strongest enforcement in Canada. We are the only jurisdiction that I know of that has a weigh scale open 365 days of the year, 24 hours a day, to make sure that all vehicles are within the load limits.



More Efficient Use Of Funding

I do not think that would solve the maintenance problems on the road. As a matter of fact when the majority of stuff is moved in the North, up around the Yellowknife area, it comes in during the winter and you are not doing a lot of damage to the road when it is frozen. I think that money could be used more efficiently if we put it into the maintenance end of the roads instead of into enforcement. That is the main reason I would not support this motion. I will just leave it at that. Thank you.

CHAIRMAN (Mr. Angottitauruq): To the motion. Are you ready for the question? Mr. Gargan, to the motion.

MR. GARGAN: Mr. Chairman, I do not know what the intent of this motion is as far as the load limits on trucks, etc., driving into the North. They are weighed at Enterprise and on the Liard highway and on the Dempster highway. I do not know where the difficulty is. In a case like Yellowknife where there are a lot of heavy trucks carrying ore, I do not know whether those people are the ones that are overloading their trucks in regard to driving on the Ingraham Trail or not. I believe that if they intend to have something established, they do have a weigh scale here in Yellowknife but I do not know whether or not the mines have weight controls. I do not know what the intent of this motion is. It is difficult to know exactly what it means. Putting in another weigh scale in Providence is not going to help if they have checked in already at Enterprise or the Liard highway. If it is to put some control on vehicles that are within mine sites, then I certainly would support it; but if it is to try to govern the load limits on highways, it is a federal program which is controlled by those regulations and it would mean that any vehicle that is overloaded does not go beyond Enterprise. There is some control there. If that is the intent, then I do not agree with it. I am not too sure as I was not here when the motion was first talked on.

CHAIRMAN (Mr. Angottitauruq): To the motion. Mr. Ernerk.

MR. ERNERK: Mr. Chairman, I guess we are lucky in the East, including yourself; we just use snowmobiles. We do not have to worry about load limits. Mr. Chairman, I know that this does not necessarily touch upon the communities in the Eastern Arctic very much, but it will this summer in a place like Rankin Inlet because there is going to be major construction going on within the boundaries of Rankin Inlet, where small highways will be constructed. I understand the intent of the motion. I want to know two things. Where it says that the committee recommends that the Department of Transportation seriously consider an increase in "resources", what are we talking about? An increase in people, and how many? Secondly, my other question, what are the load limits now on all of the NWT highways? Thank you.

CHAIRMAN (Mr. Angottitauruq): Madam Minister, would you have the information for the load limits across the NWT?

HON. NELLIE COURNOYEA: Mr. Chairman, I believe the load limits vary, and we are getting the information. Perhaps you can allow further comment on Mr. Ernerk's question, on the intent of the motion, while we get specific information. We are discussing it now, but it varies according to the road.

CHAIRMAN (Mr. Angottitauruq): Mr. Lewis.

MR. LEWIS: If I can clarify as well as I possibly can, the issue of monitoring the road system. If you find that there is a boulder that is a ton and half in size, who dropped it? Who was carrying such a big load that this one had to fall off, because he already had too much on it anyway? That is one point. We have all kinds of examples of the highway being put into an unsafe condition, and I am told that one of the reasons is because the trucks are overloaded and stuff falls off them. That is one issue. That poses a considerable threat to the public, especially if you are driving in the bad light and so on, and you find that suddenly there is a great big boulder in your way that has fallen off a large vehicle.



### Truck Drivers Point To Problem

I fully appreciate that we do have weigh scales in the system, but there seems to be -- and this is not from the big companies, this is from individual people that drive trucks, these are the ones that made the point that they feel that in some cases they have been asked to drive in unsafe conditions simply because they are overloaded. I appreciate that many people who are in the trucking business and who own fleets of trucks and so on, will not be too pleased with my making an issue of it, but it has been brought to my attention by people that drive trucks, who say that this is a problem. It is something that I wanted to share with people in this House.

Despite the fact that we have a system in place which monitors vehicles coming in and going out of the Territories, within our system there does not seem to be any way in which we monitor and patrol the trucks that do not go through these weigh scales. It is that particular group that we are addressing today. It is a matter of not having enough resources, or people, if you like, who will actually check up on these instances of roads being destroyed by overloaded vehicles.

I agree with Mr. Morin. We have many different conditions here than exist in other places, and our roads are much more fragile than those that exist in other places, but that is no reason for us to say that we are so different that we can just ignore it and just put up with the fact that we are in a different part of the world, that the conditions are different, and that is the price that we pay. So that in a nutshell is what I am trying to get at, Mr. Chairman. It is a question of safety; it is a question of protecting our roads, and protecting not only the drivers of vehicles but also the public who may be using a road that is in an unfit condition to be driven on.

If the Minister could tell us perhaps whether, in fact, we do have a system in place. I understand that we do not. We have maybe one person that actually looks at the road system, monitoring and so on. That seems to be inadequate to cover the case. Thank you.

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

### System In Place At Present

HON. NELLIE COURNOYEA: Mr. Chairman, I would like to assure the Member that we do have a system in place. Where it warrants, in certain areas where there is high density traffic, we do have a number of weigh scale operations. Certainly people would always like to have more, but with trying to balance new roads with other desires people have, it is difficult to say where that cutoff is. We do have a system in place, and you may say it is inadequate, but there is a system in place.

In terms of the load limit, generally it is at 62,500 kilograms, approximately 65 tons, but when it comes to the melting point oftentimes this is dropped 25 to 40 per cent on the load limit. I am sure that many of the Members have heard notices on the radio that at a certain time the load limit has dropped considerably. I know it is more prevalent in dealing with ice roads, but certainly in the summertime there are broadcasts saying what the load limits today will be, particularly in the springtime. This past summer when we were having our difficulty with the type of rainfall we had, some of the companies were not very happy because we did drop the load limit considerably, and it took some revenue from them because they had to run more trucks more often. At times we even closed down the roads because they could not take any limit at all. It varies from time to time, but that is the space that we have. Yes, we do have a system in place. You may say that it is inadequate. We do have three staff actually patrolling the highways -- that is, besides the weigh stations.

CHAIRMAN (Mr. Angottitauruq): To the motion. Mr. Pollard.

MR. POLLARD: I was going to ask for some clarification, Mr. Chairman, and I think the Minister has already answered one of those questions, which was the number of people patrolling the highways. I wonder if the Minister could tell us the number of miles -- and I specifically say



miles because kilometres do not mean a whole lot to me, Mr. Chairman, of roads these three people patrol? Has the department noticed highways deteriorating because they have been subject to overweight loads going across them?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, I do not know if I can calculate the number of miles of highway at this exact moment. But we do have the three patrol people and they patrol the Hay River area, Fort Liard and Inuvik area. So they are spread around those three different areas, in terms of the patrol people.

In current person years, at the Enterprise scale we have six people, that is, five people plus one supervisor. At the Inuvik scale we have three people, that is, two people plus one patrol supervisor. At Fort Liard we have two, one for patrol and one is a supervisor. In Hay River, there is one highway patrol officer. To bring up statistics on the Enterprise scale, it operates 17 hours, seven days a week. The Inuvik scale operates 12.6 hours, six days a week. Fort Liard operates 6.4 hours, five days a week.

CHAIRMAN (Mr. Angottitauruq): Mr. Pollard.

MR. POLLARD: Has the department noticed damage to highways that has occurred because of overweight loads?

CHAIRMAN (Mr. Angottitauruq): Madam Minister.

#### Evidence Of Damage Due To Overweight

HON. NELLIE COURNOYEA: Mr. Chairman, most certainly we have. And in particular it is quite evident that it is because of traffic volumes and load capacity. Certainly on the Ingraham Trail there is a lot of use. You look at the Inuvik highway and other areas that are used quite considerably, and yes, there is noticeable impact on the road and quite logically so. But certainly with the staff we have and the weigh scales, we try to limit that to working within load limit. You miss a few people here and there but it is not to say that the operators are purposely trying to abuse the system and run heavier loads. Yes, there is evidence of heavy use on the roads, causing breakdown of the road structure.

CHAIRMAN (Mr. Angottitauruq): Mr. Pollard.

MR. POLLARD: I am going to be supporting the motion because there is no point of this government spending lots and lots of dollars to create a road and then because of lack of enforcement of existing rules and regulations, the road is torn up and has to be fixed. I guess what that does is, you spend money at the beginning and then instead of having money to spend elsewhere in the NWT in year three or four, you are forced to go back to that original expenditure and spend more maintenance dollars on it than you would have had to if it would have been used properly. So for that reason, I am going to be supporting the motion.

CHAIRMAN (Mr. Angottitauruq): Mr. Whitford, to the motion.

MR. WHITFORD: Mr. Chairman, I just wanted to clarify again. Maybe there was some misunderstanding that I do not intend, to just pick on truckers that are overloading. I was supporting the motion, and still am, to increase the manpower of the Department of Transportation to adequately reflect the use of highways that we have here in the NWT. We are getting more highways every year. We can come and go through two different ways; we have the Dempster in there now, and my intentions are for the protection of the public, not only in safety, but also for protection of the roads themselves. I mentioned very specifically that I had seen cases, year after year, the same thing, of violations of safety rules on the highways. Trucks that carried more than



they should. Trucks that were improperly lit. They looked in bad shape. This is not the rule, it may be the exception, but still it exists. It is not only for the violators, but it is also for the patrolling of the highways, to make sure that things are safe in every condition that we have here.

I had a chance to talk with the Member for Tu Nede and he mentioned at some point in our conversation earlier on about trucks coming into the NWT improperly licensed. They were from Alberta and they were working in the NWT and scuttled back across the border unchecked. That is the kind of thing that these people will do; make sure that these people are properly licensed, that the drivers of these trucks are properly trained, that they have the right kind of licence, that the trucks are properly licensed, as well as ensuring that they are safe. I just wanted to clarify that. I do not think we have enough resources, although the Minister assures us that we have three people. We have a lot of highway. I do not see these people in this area very often. That is why I think that if we had more here, the public would be assured of a certain amount of safety.

CHAIRMAN (Mr. Angottitauruq): Mr. Morin.

Motion To Amend Motion To Recommend Increasing Resources For Enforcement Of Load Limits On All NWT Highways, Ruled Out Of Order

MR. MORIN: I would like to make an amendment to this motion, so it is more clear to me what the intention of this motion would be. After it says "of load limits", strike out "on all NWT highways" and put in "allocated to enforcement of load limits and safety regulations in the Yellowknife area".

CHAIRMAN (Mr. Angottitauruq): Mr. Morin, I would like a copy of the amendment to the motion. We will take a short break for the amendment and the translation.

---SHORT RECESS

The committee will now come back to order. The motion to amend the committee motion is out of order because you are taking all the NWT off so it destroys the intent of the motion. This is out of order. Your amendment is out of order, Mr. Morin. To the motion. Mr. Zoe.

MR. ZOE: Thank you, Mr. Chairman. Just to echo my colleague from Hay River's explanation as to why he is supporting this particular motion. I would like to echo all that he indicated and I will be in support of this motion. Thank you.

CHAIRMAN (Mr. Angottitauruq): I think Mr. Morin was ahead of the other Member. Mr. Morin.

MR. MORIN: Thank you, Mr. Chairman. All I want is a recorded vote.

CHAIRMAN (Mr. Angottitauruq): Are you ready for the question? Mr. Lewis.

MR. LEWIS: Mr. Chairman, I raised this issue because it was the major one that was brought up at the standing committee on finance meeting. Just to finalize this debate, Mr. Chairman, I would like to refer to page 30 on the standing committee on finance report. I will read it. "When questioned regarding the replacement requirement for NWT highways, the Minister cited", and I am talking about the Minister in front of us, the Hon. Nellie Cournoyea, "as one of the factors contributing to the need for replacement, the use of roads by vehicles which exceed the load limit. The department indicated that even a single pass by a vehicle over limit could cause damage to the road. The number of staff available to enforce road limits is, in the opinion of the committee, inadequate." She did not say that. That is what our committee said.

"If limits were strictly enforced on all highways, the additional costs of enforcement might be offset by a decrease in the need for replacement infrastructure." All we are asking the department to do, Mr. Chairman, is to enforce the regulations that are in place. It is not happening, and we suspect it is because you do not have the extra body you need because the



nearest one here to this place is Hay River, as I understand it. And that is why we are not getting good service in this area.

So maybe the comments that were ruled out of order, the amendment suggested by Mr. Morin, maybe if we simply take the whole motion and recognize that we have a problem, that you could simply take it as a recommendation to make better use of your resources and if necessary, add some more. So I urge the Assembly to support this motion.

AN HON. MEMBER: Question.

Motion To Recommend Increasing Resources For Enforcement Of Load Limits On All NWT Highways, Carried

CHAIRMAN (Mr. Angottitauruq): Question is being called. We will wait for the Clerk to come in. A recorded vote has been requested. All those in favour of the motion, please stand.

CLERK OF THE HOUSE (Mr. Hamilton): Mr. Arlooktoo, Mr. Kilabuk, Mr. Pollard, Mr. Zoe, Mr. Pudluk, Mr. Ernerk, Mr. Lewis, Mr. Whitford, Mr. McLaughlin.

CHAIRMAN (Mr. Angottitauruq): All those opposed?

CLERK OF THE HOUSE (Mr. Hamilton): Mr. Morin.

HON. MICHAEL BALLANTYNE: Make sure you spell that right.

---Laughter

CHAIRMAN (Mr. Angottitauruq): Any abstentions?

CLERK OF THE HOUSE (Mr. Hamilton): Mr. Crow, Mr. Wray, Mr. Ballantyne, Mr. Patterson, Mr. Kakfwi, Mr. Butters, Mrs. Marie-Jewell.

CHAIRMAN (Mr. Angottitauruq): The motion is carried with nine in favour, seven abstentions and one opposed, so the motion is carried.

---Carried

General comments on the Department of Transportation. Mr. Crow.

MR. CROW: Thank you, Mr. Chairman. I also would like to commend the Executive Council for creating this new department, with three Ministers.

---Laughter

We have a big transportation problem here in the NWT. I would like to talk about my constituency and transportation problems. When I was here last November, and when I went back to Sanikiluaq, I was talking to Government Services and I wanted at that time a study to be done on how much government spends on the medical charters from Sanikiluaq to Churchill, and also how much annually the GNWT spends on sending people to Iqaluit to attend conferences. We are considered as Baffin Region for government services, but for medical services we are under the Keewatin Region. I believe the GNWT spends a lot of money sending their government employees from Iqaluit to Sanikiluaq via Montreal. A lot of our delegates who go to attend divisional board of education meetings in Iqaluit and BRC have to go to Iqaluit a few times a year. Most of our high school students have to be sent down to Montreal first to go up to Iqaluit.

I would like a study to be done on how much the GNWT spends for air fares from Sanikiluaq to Montreal to Iqaluit, and how much the charges to Churchill cost annually. During the last year there were budget restraints and budget cutbacks, and I noticed that some of our patients had

to wait a few days in Churchill for a charter to be sent to Sanikiluaq from Churchill. A lot of times in 1988 quite a few patients have been sent, after they went to Churchill or Winnipeg for medical treatment or checkups, down to Montreal for them to catch regular commercial flights to Great Whale and Sanikiluaq. Some of my constituents have been complaining about this.

I guess they enjoy going down to Montreal for a night or two and I believe some people really enjoy going down to Montreal for a few nights. I used to enjoy that, too but when you have to go down to Montreal every time you want to go from any part of the NWT, it is no fun. Especially myself last year, almost every month I had to go down to Montreal for me to get to Yellowknife or Iqaluit.

#### Airline Connection With Keewatin Or Baffin

I like to find out if there was a way for some of the airlines to have a sched either from Iqaluit through Dorset to Sanikiluaq, or from the Keewatin; Rankin, Churchill, Sanikiluaq. I know that the distance between Churchill and Sanikiluaq is a long distance and also from Sanikiluaq to Cape Dorset, it is a long distance. At one time about 15 years ago, there used to be a sched with a Twin Otter from Churchill through Winisk, Ontario to Sanikiluaq, but it was really expensive. You used to have a problem loading the Twin Otter fully. These air carriers do not like to serve any communities if they cannot go in fully loaded. Our present airstrip in Sanikiluaq can handle a Hawker-Siddeley 748. That is the largest aircraft that can land in Sanikiluaq. I know some of the airlines have a lot of 748s, and that Calm Air has some 748s. This is the reason why I would like to see a study done, to see exactly how much the GNWT spends on paying people's airfare tickets either to Iqaluit, to Sanikiluaq, or medical charters to Churchill.

I would like to see our community be connected somehow to either the Keewatin or Baffin Region so that we do not have to depend on the charters. Because of that we sometimes are lacking government programs. The government people always have to travel down to Montreal to come to Sanikiluaq. My people, my constituents are suffering because a lot of government programs are not known about in my constituency. For this reason I would like to see some sort of a study done so we can try to connect our community to Baffin or Keewatin by airline. I look forward to this Department of Transportation to be active to rectify this situation for Sanikiluaq. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Angottitauruq): Thank you, Mr. Crow. Madam Minister.

HON. NELLIE COURNOYEA: Mr. Chairman, I believe those were general comments by the Member stating that he would suggest that this government do a study to evaluate how a scheduled service could be provided to Sanikiluaq either relating directly to Baffin or to Keewatin. I will certainly take his thoughts into consideration to see if we can do those breakdowns and come back with some kind of statistical information that he can work with. I will undertake to provide those figures in the direction he is asking us to take to explore ways that Sanikiluaq can be better served, so that program delivery people from the territorial government can have easier and more frequent access to the community. Certainly I will take his comments and note them and place them in the work that is to be done in the next year with the new Department of Transportation.

CHAIRMAN (Mr. Angottitauruq): General comments. Mr. Ernerk.

MR. ERNERK: (Translation) Thank you, Mr. Chairman. I will be making a fairly long speech and I would like to reserve it until tomorrow if I can. Now I would like to make a motion to close the meeting for the day.

CHAIRMAN (Mr. Angottitauruq): I have a motion to report progress. All those in favour? Opposed? Motion is carried.

---Carried

MR. SPEAKER: The House will come back to order. Mr. Angottitauruq.



ITEM 19: REPORT OF COMMITTEE OF THE WHOLE

REPORT OF COMMITTEE OF THE WHOLE OF COMMITTEE REPORT 1-89(1), REPORT ON THE REVIEW OF THE 1989-90 MAIN ESTIMATES; BILL 1-89(1), APPROPRIATION ACT, 1989-90

MR. ANGOTTITAUQU: Mr. Speaker, your committee has been considering Bill 1-89(1) and CR 1-89(1), and wishes to report progress.

MR. SPEAKER: Thank you, Mr. Angottitauruq. The House has heard the report of the chairman of the committee of the whole. Are you agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

MR. SPEAKER: Thank you. Mr. Gargan.

MR. GARGAN: Mr. Speaker, I would like to seek unanimous consent to return to Members' statements.

MR. SPEAKER: Unanimous consent is being sought to go back to Item 3, Members' statements. Are there any nays?

SOME HON. MEMBERS: Agreed.

MR. SPEAKER: There are no nays. Mr. Gargan, proceed.

REVERT TO ITEM 3: MEMBERS' STATEMENTS

Member's Statement On Death Of Youth, Hay River Reserve

MR. GARGAN: Thank you, Mr. Speaker. I had the opportunity to speak to the chief of the Hay River Reserve today and he...

MR. SPEAKER: Mr. Gargan, I am sorry to cut you off. We have no interpretation in Inuktitut. Mr. Gargan, I believe we have interpretation again. Would you start over?

MR. GARGAN: Thank you, Mr. Speaker. I had the opportunity today to speak with the chief of the Hay River Reserve. The chief has informed me that a young person on the reserve by the name of Darcy Sabourin took his life on Monday, at 10:00 a.m. Darcy was 22 years old. I would like to tell his parents that I am sorry for what happened and that, although, Mr. Speaker, the reserve has been working closely with the Minister of Social Services in resolving the difficult problems that the reserve is going through, these are things that cannot be avoided. I just thought I would let the Members know. Thank you.

MR. SPEAKER: Thank you, Mr. Gargan. We are on Item 20, third reading of bills. Item 21, Mr. Clerk, orders of the day.

CLERK OF THE HOUSE (Mr. Hamilton): Announcements, Mr. Speaker. The special committee on the northern economy will be holding a public hearing this evening at 7:30 at Northern United Place; tomorrow morning at 9:00 a.m. a meeting of ajauqtit; and at 10:00 a.m. a meeting of the standing committee on agencies, boards and commissions.

ITEM 21: ORDERS OF THE DAY

Orders of the day for Thursday, February 16th.

1. Prayer
2. Ministers' Statements
3. Members' Statements
4. Returns to Oral Questions
5. Oral Questions
6. Written Questions
7. Returns to Written Questions
8. Replies to Opening Address
9. Replies to Budget Address
10. Petitions
11. Reports of Standing and Special Committees
12. Tabling of Documents
13. Notices of Motion
14. Notices of Motion for First Reading of Bills
15. Motions
16. First Reading of Bills
17. Second Reading of Bills
18. Consideration in Committee of the Whole of Bills and Other Matters: Bill 1-89(1); CR 1-89(1)
19. Report of Committee of the Whole
20. Third Reading of Bills
21. Orders of the Day

**MR. SPEAKER:** Thank you, Mr. Clerk. This House stands adjourned until Thursday, February 16th, at 1:00 p.m.

**---ADJOURNMENT**



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