



**LEGISLATIVE ASSEMBLY OF THE NORTHWEST TERRITORIES**

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Speaker: The Hon. Richard Nerysoo, M.L.A.

# LEGISLATIVE ASSEMBLY OF THE NORTHWEST TERRITORIES

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## YELLOWKNIFE, NORTHWEST TERRITORIES

MONDAY, FEBRUARY 25, 1991

## MEMBERS PRESENT

Hon. Titus Allooloo, 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. Richard Nerysoo, Mr. Ningark, Hon. Dennis Patterson, Mr. Pedersen, Mr. Pollard, Mr. Pudluk, Mr. Sibbeston, Mr. Whitford, Hon. Gordon Wray, Mr. Zoe

## ITEM 1: PRAYER

--Prayer

**SPEAKER (Hon. Richard Nerysoo):** Orders of the day for Monday, February 25, 1991. Item 2, Ministers' statements. Ministers' statements. The honourable Member for Iqaluit.

## ITEM 2: MINISTERS' STATEMENTS

**Ministers' Statement 12-91(1): Political And Constitutional Development**

**HON. DENNIS PATTERSON:** Mr. Speaker, later today Mr. Kakfwi will be tabling a position paper on a comprehensive approach to political and constitutional development. The paper contains cabinet's views on actions that it feels should be taken in order to secure self-determination and new government institutions for the Northwest Territories.

The political and constitutional issues addressed in the position paper, such as land claims, concern everyone in the Northwest Territories. Views of the Legislative Assembly on these issues will help finalize the action we must take in the remaining months of our mandate.

It is very important that we develop a consensus on a comprehensive approach to our political and constitutional future. There is hardly an issue, social, cultural or economic, that is not connected in one way or another to these two important topics.

Mr. Speaker, we do not have the luxury of deferring our actions to the next Assembly and government. Like other Canadians, we must begin immediately to address the challenges and opportunities of our unique regional situation in a comprehensive manner as well as how we will fit into a Canadian confederation that is currently being reshaped.

We must do this with imagination and commitment, or face the prospect of having decisions on the role we play in confederation continued to be made by the federal government in partnership with the southern provinces. We must give our full attention in this session to debating the position paper and approving an action plan that includes a process that allows for community input.

Mr. Speaker, we must have firm commitments and a realistic timetable for achieving our goals. Our commitment to implement the division of the Northwest Territories in 1997 offers us a practical target for completing the initiatives outlined in the position paper. Thank you.

**MR. SPEAKER:** Ministers' statements. Ministers' statements. Item 3, Members' statements. The honourable Member for Yellowknife South.

## ITEM 3: MEMBERS' STATEMENTS

**Member's Statement On Royal Canadian Legion Support Of Canadian Troops**

**MR. WHITFORD:** Thank you, Mr. Speaker. Mr. Speaker, on Thursday, February 21, 1991, the general membership of the Royal Canadian Legion, Vincent Massey Branch 164 of Yellowknife, passed a motion which read: "The Royal Canadian Legion, branch 164, in conjunction with the Ladies Auxiliary of branch 164, undertake a project in support of the Canadian troops serving in the Gulf War."

The motion is a follow-up to one passed at previous general meetings where the Vincent Massey Branch went on record as endorsing the actions of the Royal Canadian Legion, dominion command, and the one voice senior network society. Both of these organizations passed resolutions that in effect pledged support to Canada in its participation on activities within the United Nations and also resolved to provide full support for Canadian service personnel serving in the Gulf.

Before you on the table are yellow ribbons with a Canadian flag pin in the centre. As most of you know, the yellow ribbon is most commonly known as a sign of faith and promise that those who are absent will soon return safely and be welcomed. These pins are part of a fund-raising endeavour which the branch is undertaking in support of their project. They are worn as a sign of support for the Canadian Armed Forces personnel that are serving as part of the United Nations coalition in the Gulf crisis. Funds raised by donations for the pins and other events will be used to purchase items to be forwarded to our troops.

Mr. Speaker, the events in the Middle East may seem a long way away, but in fact they are not. Canada is involved, and the Northwest Territories is involved because we have three or four people from the Northwest Territories over there, and this project and the yellow ribbon will show them that they are not forgotten and that we are thinking of their safety and thinking of them. Thank you.

**MR. SPEAKER:** Thank you. Members' statements. The honourable Member for Yellowknife Centre.

**Member's Statement On Commending Public Servant And Issue Of Security In Government Buildings**

**MR. LEWIS:** Thank you, Mr. Speaker. Today I would like to pay tribute to a government employee. Her name is Barbara Hall. On Sunday, February 17th, around eight o'clock in the evening while working on the third floor of the Lahm Ridge Towers she noted that there were two unauthorized men on the floor, one of them armed with a crowbar. I am not going to speculate on what the intent was but this dedicated public servant, on a Sunday evening, was required to chase these two people out of the building. I would like to report that the two people were, in fact, captured the following day by the RCMP.

It raises two things. First of all I would like to commend Mr. Kakfwi's staff because the following week there was a little ceremony on the third floor in which Barbara Hall was given a medal for her bravery, but the other thing I would like to mention, Mr. Speaker, is that it points to some definite security problems. If one of our public servants has to chase a person armed with a crowbar from her place of work, then maybe the government would like to look at this as a problem that has to be solved. Thank you.

**MR. SPEAKER:** Thank you. Members' statements. Members' statements. The honourable Member for Natilikmiot.

#### Member's Statement On Political Life

**MR. NINGARK:** Thank you, Mr. Speaker. It has been about 16 months since I was elected to the NWT Legislative Assembly. My goal and objective is to learn and represent my constituency during what is left in terms of time. Being with one of the greatest teachers, namely you, my colleagues, I was able to learn many things about politics and subsequently speak for the people that I represented. Although I am not a fast learner, Mr. Speaker, I learned that as a politician one cannot please everyone. When resources are few and the demands are high, one must choose between what is right and what is practical. This depends on who you are and where your riding is. I learned that in a hurry when we were talking about the winter roads somewhere in the North.

Mr. Speaker, despite the differences within given issues, the fundamental values of my country remain, such as one person one vote, the right to express one's opinion openly and, most of all, one person cannot dictate the economic future of our country. I also wanted to say, as one of my colleagues has said, that politics is the ultimate adult game. I would like to add to that remark that politics can be very childish.

Finally, Mr. Speaker, on the seriousness of the politics, how one chooses to represent one's constituency is left up to the individual politician by the following manner or fashion: On the popular issues one can vote on the rightness and practicality of the issue, on the basis of one's own interests -- I am getting a little bit nervous here -- and how one is evaluated by the public is left strictly up to the public. I imagine that I will find that out within 12 months. Thank you, Mr. Speaker.

--Applause

**MR. SPEAKER:** Members' statements. The honourable Member for Baffin South.

#### Member's Statement On Safe Shelter For Abused Women, Baffin South

**MR. ARLOOKTOO:** (Translation) Thank you, Mr. Speaker. I am standing in the Assembly today to talk about the women that run away to a safe shelter in the Baffin, particularly with regard to my communities of Cape Dorset and Lake Harbour. I am very unhappy that in my constituency people are coming into my communities to get away from their spouses. I know also that in Iqaluit there is a safe shelter for abused women and feel that my two communities of Cape Dorset and Lake Harbour should be treated the same.

I am unhappy because the women from Cape Dorset that go to Lake Harbour to get away from their abusive husbands are not usually happy, and the people they are staying with do not get paid for their keep, and they do not get any assistance from the government. That is one of the reasons I am very unhappy about this. If there are going to be women coming into my community, it should not be like that. They

should go to a safe shelter for women in a centre in Iqaluit. Thank you.

**MR. SPEAKER:** Thank you. Members' statements. Members' statements. Item 4, returns to oral questions. The honourable Member for Kivallivik.

#### ITEM 4: RETURNS TO ORAL QUESTIONS

##### Return To Question O73-91(1): Number Of Northern Jobs Lost Due To Deregulation

**HON. GORDON WRAY:** Thank you, Mr. Speaker. On Wednesday, February 20, the Member for Kitikmeot West asked me if I could find out for him how many former employees of NWT Air have lost their jobs. As a result of deregulation, NWT Air has become a wholly-owned subsidiary of Air Canada. On January 30, 1991, the NWT Air board of directors announced a restructuring plan that gave Air BC a contract to manage the airline's business affairs.

This is another example, Mr. Speaker, of how deregulation is impacting the North's airline industry. A once successful, home-grown, northern airline has all but disappeared.

The new general manager of NWT Air, Mr. Grey Cooper, has informed me that the restructuring plan has cost 20 territorial residents their jobs. There were 14 positions lost in the accounting department in Yellowknife. On the operations side, four positions were lost in Yellowknife as well as one in Coppermine and one in Holman.

Mr. Cooper has told me that the airline has and is doing everything it can to help its former employees find employment in the airline industry. It has found employment for some people, for instance, operating the old Electras in Great Britain. For now, NWT Air does not believe any more layoffs are necessary. Thank you.

**MR. SPEAKER:** Thank you. Returns to oral questions. The honourable Member for Kivallivik.

##### Return To Question O84-91(1): Runway Lights, Lake Harbour

**HON. GORDON WRAY:** Thank you, Mr. Speaker. On Wednesday, February 20, the Member for Baffin South asked me what the Department of Transportation could do about the use of flarepots at the Lake Harbour airport. The Lake Harbour airport is licensed by Transport Canada for day and night visual flight rules, VFR, operation. As a condition of maintaining this licence in good standing, the runway is complete with all the electrical lighting required by Transport Canada regulations.

Lake Harbour is not alone. All the community airports in the Baffin Region are also equipped with a set of kerosene fuelled flarepots for use in the event of a failure in the community's power supply. Commercial power services in the Eastern Arctic communities have become progressively more dependable over the years and the department has come to rely on community power supplies for the safe operation of the airports. In this respect, the community of Lake Harbour is similar to all other communities.

An auxiliary power source for the runway lights would cost approximately \$35,000 to install. The very few times that the community does have a power failure does not at this point in time justify this expenditure. As the Member mentioned in his question, the maintenance staff at the airport find setting out the flarepots an inconvenience but, according to Transport Canada's licensing provision, this occasional and infrequent inconvenience does not represent a compromise in the safety

of the airport's operation. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you. Returns to oral questions. The honourable Member for Sahtu.

**Further Return To Question O37-91(1): Native Employment Within Government**

**HON. STEPHEN KAKFWI:** Mr. Speaker, this is in response to a question asked by Mr. Morin on February 15, 1991. I am pleased to provide to Members a breakdown of the numbers of native people employed in all departments of government. I have attached to this return a summary showing the requested information.

Unfortunately, I cannot, at this time, provide an outline of the initiatives planned by each department to increase the representation of designated group members in the organization. Each department has developed draft affirmative action plans which are now being compiled by the Department of Personnel for cabinet approval. The resulting plans will be consolidated by the summer of 1991 into a government-wide plan which will summarize the initiative of each government and clearly state the government's objectives in the area of affirmative action.

As you know, the position of director of equal employment has been vacant for some time now. We have been successful in locating a replacement for Darryl Bohnet, who was promoted to the position of assistant deputy minister of Personnel. Ms. Wendy White-Cserepy has been appointed to the position and takes up her new duties on March 1, 1991. Her first priority will be the preparation of the affirmative action plan for cabinet approval.

Ms. White-Cserepy is a native person from Ontario who has a broad background of experience in policy development and has worked closely with native organizations in the establishment of friendship centres and in the administration of native housing programs. Thank you.

**MR. SPEAKER:** Thank you. Returns to oral questions. Returns to oral questions. Item 5, oral questions. The honourable Member for Rae-Lac la Martre.

**ITEM 5: ORAL QUESTIONS**

**Question O129-91(1): Status Of Construction Of School, Rae Lakes**

**MR. ZOE:** Thank you, Mr. Speaker. My question will be directed to the Minister of Education. Mr. Speaker, in the Minister of Finance's Budget Speech the Minister indicated that a new school will be constructed for Rae Lakes in the 1991-92 fiscal year. What is the status of this particular school? Have they already ordered materials? As each day goes by, Mr. Speaker, it is quite critical because the winter road will be out by mid-April or so. What is the department doing in this regard?

**MR. SPEAKER:** Thank you. The honourable Member for Sahtu.

**Return To Question O129-91(1): Status Of Construction Of School, Rae Lakes**

**HON. STEPHEN KAKFWI:** Mr. Speaker, it is my information that there is not sufficient time for the government to design and tender the contract and have the material ordered and delivered on a winter road. That is the information I have from my officials and their discussions with the Department of Public Works.

**MR. SPEAKER:** Thank you. The honourable Member for Rae-Lac la Martre, supplementary.

**Supplementary To Question O129-91(1): Status Of Construction Of School, Rae Lakes**

**MR. ZOE:** Mr. Speaker, a short preamble, perhaps. Mr. Speaker, a supplementary to the Minister of Education. The Minister of Finance announced in his Budget Speech that the proposed construction of the school in Rae Lakes would be in 1991-92. The community of Rae Lakes was anticipating that the construction would take place this particular year. Would the Minister consider having the construction of the school take place in 1991-92?

**MR. SPEAKER:** Thank you. The honourable Member for Sahtu.

**Further Return To Question O129-91(1): Status Of Construction Of School, Rae Lakes**

**HON. STEPHEN KAKFWI:** Mr. Speaker, for a number of years now the government was advocating that we should renovate the old school in Rae Lakes and this was the position up until November. In November the chief and council in Rae Lakes said that they wanted a different location for the school to be built. They did not want the school built at its present location. This required that we abandon the building that we had planned to renovate and come up with a whole new building. We have to design it and go through the tendering process, have the materials ordered and delivered. What the Department of Public Works is telling me is that there is not enough time to do it this winter.

There are two options, I suppose. One, as I understand it, is that for approximately another \$150,000 we could fly the materials in this summer and start the construction. The other is to just extend the life of the present school, which we can do for another year, and bring the material in on the winter road next winter and have the construction start in the spring or summer of 1992.

**MR. SPEAKER:** Thank you. The honourable Member for Rae-Lac la Martre, supplementary.

**Supplementary To Question O129-91(1): Status Of Construction Of School, Rae Lakes**

**MR. ZOE:** Thank you, Mr. Speaker. The Minister indicated that he had two options. I would like to ask him, which option is the department going to take? Are they going to fly the materials in, as suggested, or are they going to delay this particular project?

**MR. SPEAKER:** Thank you. The honourable Member for Sahtu.

**Further Return To Question O129-91(1): Status Of Construction Of School, Rae Lakes**

**HON. STEPHEN KAKFWI:** My officials have said, and I think everyone knows, that you cannot find \$150,000 like that in the capital plan. There is not enough flexibility anywhere at this time to make that kind of commitment to fly it in. We think the school can be used for another year and we can do a good job of the design and tendering process. The direction we are going to take now is to bring the materials in next winter and construct it next summer.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Rae-Lac la Martre, final supplementary.

**Supplementary To Question O129-91(1): Status Of Construction Of School, Rae Lakes**

**MR. ZOE:** Thank you, Mr. Speaker, final supplementary. Mr. Speaker, I am quite frustrated with the answers I am getting from the Minister. It appears to me from the answers I am getting that he knew that the construction of the school was not going to go ahead when he appeared before the standing committee on finance. Why did the Minister appear before the standing committee on finance and why did the Minister of Finance put it in his Budget Speech with regard to building the school for 1991-92? I would like to know what they are doing now.

**MR. SPEAKER:** Thank you. The honourable Member for Sahtu.

**Further Return To Question O129-91(1): Status Of Construction Of School, Rae Lakes**

**HON. STEPHEN KAKFWI:** Mr. Speaker, the plan all along was not to build a new school. The plan was to renovate the existing school; that was the plan. What the community wanted was to have a new school, and they have asked me for a number of years now for that. There is no way, and we do not have the capability anyway in the Department of Education, to rationalize it. That sort of work and assessment is done by the Department of Public Works and their assessment was that it was cheaper to renovate the existing building than to go with a new school. We went along with that.

In November, I do not know the exact date, the chief and council in Rae Lakes decided they wanted the school to be moved to a different location, and that is a whole new angle on the ball game. That basically says we cannot move that old building and renovate it. It is cheaper for us to build it. So we have decided to try to build a new school and we find now that we cannot do it the way that the Member wants, and he is a little bit unhappy about it. Quite frankly, I do not know what else I can do with it because it was with the best of intentions.

**MR. SPEAKER:** Oral questions. The honourable Member for Deh Cho.

**Question O130-91(1): Implementing Human Rights Code In NWT**

**MR. GARGAN:** Thank you, Mr. Speaker. I would like to direct my question to the Minister of Justice. Mr. Speaker, about six or seven years ago there was a document on the Human Rights Code that was going to be implemented by the government. Right now, to date, the Francophone communities are having difficulties and aboriginal organizations are also having difficulties. I do not know what the government's intention is with regard to implementing our own human rights code and our own human rights commission. Is it the government's intention to ever implement our own human rights code? Thank you.

**MR. SPEAKER:** Thank you. The honourable Member for Yellowknife North.

**Return To Question O130-91(1): Implementing Human Rights Code In NWT**

**HON. MICHAEL BALLANTYNE:** Thank you, Mr. Speaker. The honourable Member is correct. There was a paper prepared by the last government on this issue. Since I have been Minister of Justice, I have prepared two discussion papers, which have gone out to communities. The reason that we have not proceeded is because the aboriginal

organizations indicated quite strongly that before land claims are settled they have a real concern about collective rights as opposed to the individual rights which are envisioned in human rights legislation. I sent out, some months ago, the latest update as to what we were intending and I have yet to receive any response from any of the aboriginal organizations. I thought it would be unwise of me to push forward the legislation unless we got the support of the majority of our population. So this government has made some honest efforts to bring this particular issue to the forefront, but until we have resolved the issue, collective versus individual rights, I do not think it is right for me to go further with it. So I am still waiting to hear from the aboriginal organizations, an updated clarification of exactly what their problems are and their suggestions as to how we can deal with those problems. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Baffin Central.

**Question O131-91(1): Involvement Of Ordinary MLAs In Capital Planning Process**

**MR. KILABUK:** (Translation) Thank you, Mr. Speaker. This is a question to the Government Leader, with regard to the five year capital plan. We have been hearing about all the plans that the government has made. There are times when they have these long-term plans, we tend to set our priorities and some of the priorities have to be deferred for some reason. If they are going to have long-term planning for the NWT, I think we, the Members of the Legislature -- do we not have any rights in making plans for capital estimates? Is there any way that we can be more involved as Members? Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you. The honourable Member for Iqaluit. The honourable Member for Yellowknife North.

**Return To Question O131-91(1): Involvement Of Ordinary MLAs In Capital Planning Process**

**HON. MICHAEL BALLANTYNE:** Thank you, Mr. Speaker. Yes, obviously Members of the Legislative Assembly have very important rights and obligations as we develop the capital plan year by year. I want to emphasize the so-called five year plan is a working document. It is a tool that the government uses in order to try and project into the future, the needs of the communities. As Members know, needs and priorities and access to resources change over that period of time. What we have tried to do on a yearly basis, and I think it was a recommendation of the standing committee on finance, is that unless we have some very good reasons, those things that you see for instance, in this year's budget set for next year -- one of the recommendations of the standing committee on finance is that unless we have very, very good reasons, that we do not change that. So, we are in fact taking notice of concerns of MLAs.

We are also in the process of developing clearer guidelines for the role of MLAs in the capital process. As you know, over the years there has been, at best, an uneven application of the government's approach to involving MLAs. There has been the reality that some MLAs have wanted to be more involved than other MLAs and we know this has caused MLAs in this House a lot of concern, that in fact there are many times when community leaders, for instance, would be consulted and the MLA would have been missed out of the process.

What I intend to do within the next month is table with the standing committee on finance some guidelines for the perusal of the standing committee and, after that, perusal of the House, regarding how MLAs can be included in a more

meaningful way in the capital budget process. I guess the other problem that also has to be dealt with is that though each MLA should be recognized as having a legitimate role to play in the development of the capital budget, that there are also other standards of need that also have to be looked at by the government. To try and find that balance, as Minister of Finance, is one of my greatest challenges. So far, I do not think we have done too badly, but I know that a lot of MLAs think that their role in the budget process can be enhanced. So I can say that what I expect to do, I will do within the next month, is to table with the standing committee on finance some proposed ways that MLAs can become more involved in the capital planning process. Thank you.

**MR. SPEAKER:** Oral questions. The honourable Member for Baffin South.

**Question O132-91(1): Upgrade Airstrip At Lake Harbour**

**MR. ARLOOKTOO:** (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Transportation. I asked a question earlier, but I would like to ask a supplementary question. I do not think the Minister understood what I was talking about. The airport flares -- if you were to go to Lake Harbour during the evening, perhaps you would understand what I am really trying to say. Regarding your response to the question, I do not feel this is the correct response to my question.

What I was trying to say in the first place is that in the community, if you can upgrade the airstrip, I am sure it would be less than \$5000 to upgrade the runway. I was trying to say there were two flarepots that were pretty small. I do not think these would be too expensive to get. So my question is, can you review your response and talk to your officials, and perhaps talk to the hamlet of Lake Harbour regarding the airport runway? I am sure it is not going to be more than \$35,000, or even that amount. Perhaps it could be upgraded for the amount of \$1500. I am asking if you could rectify the response that you made earlier. Thank you.

**MR. SPEAKER:** Thank you. The honourable Member for Kivallivik.

**HON. GORDON WRAY:** Thank you. Perhaps we may have misunderstood. I was under the impression that the Member was asking for a backup system to the present lighting, other than flarepots. In other words, a new generator, a backup generator, backup lighting system. That is what my answer was given on, the fact that a backup generator and lighting would be about \$35,000, which is the standard in every other community. That is what we have for backup in other communities, the flarepots.

I am well acquainted with flarepots. I used to have to put them out as part of my job. I now understand from the Member that may not be what he is asking for, so I will pursue it with the Member independently.

**MR. SPEAKER:** Oral questions. The honourable Member for Aivilik.

**Question O133-91(1): Utilizing Old Hospital In Chesterfield Inlet For Friendship Centre**

**MR. ERNERK:** (Translation) Thank you, Mr. Speaker. I wish to ask a question to the Minister of Government Services; I think that is the appropriate Minister. Whoever can answer my question can answer. Mr. Speaker, as I understand, in Chesterfield Inlet the new hospital will be in use in the spring. Mr. Speaker, I would like to ask the Minister of Government Services, if the old hospital is no longer in use in Chesterfield Inlet, perhaps it could be donated to the young people in

Chesterfield for a drop-in centre or a friendship centre. Thank you, Mr. Speaker.

**MR. SPEAKER:** The honourable Member for Nunakput.

**Return To Question O133-91(1): Utilizing Old Hospital In Chesterfield Inlet For Friendship Centre**

**HON. NELLIE COURNOYEA:** Mr. Speaker, when buildings are replaced there is a process that takes place. Generally, other government departments are asked if they have a requirement for them; then the community is asked whether they have a requirement for surplus buildings; then community interests are taken into consideration. If the Member is giving a representation on behalf of the youth I will make sure that that specific request is put into the normal process of taking into consideration their interests. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Tu Nede.

**Question O134-91(1): Availability Of Report On Previous Aboriginal Language Agreement**

**MR. MORIN:** Thank you, Mr. Speaker. My question is for the Minister responsible for Culture and Communications. Mr. Minister, the government is in the process now of negotiating a new aboriginal language agreement with the federal government. I understand there has been an evaluation completed of the old aboriginal language agreement. I think it is of great importance and I am sure many Members here, aboriginal Members, are interested in what the evaluation of the old agreement is. Will the Minister make that evaluation report available to Members of the Assembly and to this House? Thank you.

**MR. SPEAKER:** Thank you. The honourable Member for Amittuq.

**Return To Question O134-91(1): Availability Of Report On Previous Aboriginal Language Agreement**

**HON. TITUS ALLOOLOO:** Thank you, Mr. Speaker. The Member is correct in that there was an evaluation done on the agreement that was made back in 1984. The evaluation report, I understand, has been made available. The preliminary report came back to our department on the evaluation of the language agreement, and it is now up to the Executive Council to review it. After the appropriate authorities have reviewed the document, I will inform the House as to what the next step will be, whether the report will be released or not. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Tu Nede, supplementary.

**Supplementary To Question O134-91(1): Availability Of Report On Previous Aboriginal Language Agreement**

**MR. MORIN:** Thank you, Mr. Speaker, a supplementary. Mr. Minister, how long will it take the cabinet to review that report? Will that be available before the break? Thank you.

**MR. SPEAKER:** The honourable Member for Amittuq.

**Further Return To Question O134-91(1): Availability Of Report On Previous Aboriginal Language Agreement**

**HON. TITUS ALLOOLOO:** Mr. Speaker, I do not have all the facts with me at this moment. I will get back to the Member once I get the information.

**MR. SPEAKER:** Thank you. Oral questions. The honourable



Member for High Arctic.

**Question O135-91(1): Sport Hunting Of Polar Bears**

**MR. PUDLUK:** (Translation) Thank you, Mr. Speaker. I would like to direct my question to the Minister of Renewable Resources. There are sport hunters that are hunting polar bears. Are they only supposed to hunt the polar bears using dog-teams rather than skidoos? I thought this was in your by-laws now. Thank you.

**MR. SPEAKER:** The honourable Member for Amittuq.

**Return To Question O135-91(1): Sport Hunting Of Polar Bears**

**HON. TITUS ALLOOLOO:** (Translation) Thank you, Mr. Chairman. Yes, it is in our by-laws now and it is in our policy that the non-aboriginal people will have to hunt polar bears by dog-team.

**MR. SPEAKER:** Oral questions. The honourable Member for High Arctic, supplementary.

**Supplementary To Question O135-91(1): Sport Hunting Of Polar Bears**

**MR. PUDLUK:** (Translation) Thank you for your answer. Can you tell me right now if the sport hunters are using dog-teams at Melville Island? Thank you.

**MR. SPEAKER:** Thank you. The honourable Member for Amittuq.

**Further Return To Question O135-91(1): Sport Hunting Of Polar Bears**

**HON. TITUS ALLOOLOO:** (Translation) Thank you, Mr. Speaker. In the whole Northwest Territories the non-aboriginal people are supposed to be hunting with dog-teams only, whether they are in Baffin Island or Melville Island. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for High Arctic, supplementary.

**Supplementary To Question O135-91(1): Sport Hunting Of Polar Bears**

**MR. PUDLUK:** (Translation) Thank you, Mr. Speaker. I understand that it is not being practised right now. Can you investigate if this is being done with dog-teams only? Can you do some investigation on this and let me know? Thank you.

**MR. SPEAKER:** Thank you. The honourable Member for Amittuq.

**Further Return To Question O135-91(1): Sport Hunting Of Polar Bears**

**HON. TITUS ALLOOLOO:** (Translation) Thank you, Mr. Speaker. It is in our policy that those sport hunters will have to hunt with dog-team only when they come into the Northwest Territories from the South. They are all supposed to be hunting with dog-teams only. If they are not, they are breaking the law. If you want more clarification on this, I can talk to the Member for High Arctic as to how many sport hunters there are. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Yellowknife Centre.

**Question O136-91(1): Priority Of Placing Economic Development Officers In Communities**

**MR. LEWIS:** Thank you, Mr. Speaker. My question is to the Government Leader. Last October we tabled the special committee on the northern economy report and passed a motion in this House indicating that the government, as a priority, should place economic development officers in communities. Why is it, that having listened to the will of this Assembly, the government has chosen to ignore that recommendation and not to reflect that in this budget session?

**MR. SPEAKER:** Thank you. The honourable Member for Iqaluit.

**Return To Question O136-91(1): Priority Of Placing Economic Development Officers In Communities**

**HON. DENNIS PATTERSON:** Mr. Speaker, I do not know why the question is directed to me. It is a matter that falls under the responsibility of the Minister of Economic Development and Tourism; and I further understand that it was discussed at length in this House on Friday. I would refer that question to the Minister responsible. Thank you.

**MR. SPEAKER:** Oral questions. The honourable Member for Yellowknife Centre, supplementary.

**Question O137-91(1): Lack Of Resources To Place Economic Development Officers In Communities**

**MR. LEWIS:** I asked the Government Leader because the recommendation was, in fact, to the government, not to one department, but to the government's budget. However, since it is the wish of the Leader that I direct my question to Mr. Wray, I would like to ask the Minister of Economic Development and Tourism, why is it that his budget does not reflect the will of this House to put some resources into the hiring of economic development officers in the communities?

**MR. SPEAKER:** Thank you, new question. The honourable Member for Kivallivik.

**Return To Question O137-91(1): Lack Of Resources To Place Economic Development Officers In Communities**

**HON. GORDON WRAY:** Thank you, Mr. Speaker. I appreciate the Member's and the committee's support to try to get me extra staff. However, the normal budgetary process is that every department goes to the Financial Management Board with their shopping list, if you want to call it that, and the government has to sit down and assess its priorities.

As I told the Member on Friday, if you are talking strictly economic development, then yes, economic development officers are important. However, when I go in with my seven other colleagues and I have to stack up my requests against those for teachers, nurses, adult educators, special needs assistants, that is when the government has to try and balance all of the various priorities that it has because we do have some statutory requirements with regard to positions such as teaching and health, as well as all the other positions.

As you know, we have been trying to keep this budget under control to show at least some prudent fiscal sense. If it was only a matter of \$50,000 or \$60,000 for each individual, then I suppose it is something that we could easily respond to. The problem is that almost always we have to bring these people from the South, so it does not entail just salaries, it means housing and all the other benefits, and by the time you get everything in place, particularly if you have to lease or construct a house, then you could be looking at \$250,000 to \$300,000 for a position.

I guess the feeling was that if there was money for the economy, then given that we do not have all the money that we need or want, we should try and put some of it, at least, into programs like the small tools program or some into the Development Corporation, into the new business loan fund, at least money that will get to the public immediately.

I understand the Member's and committee's concern about having somebody at the community level to help them access those funds, but it is just something we are going to eat away at every year and, hopefully, over the course of the next three or four years get enough people in place in the communities to do that. It should also be understood that my budget is now deferred until such time as the government has had time to consider the remarks of the various Members and the report of the special committee. I do not know yet what will transpire before the end of the session but it will be discussed by cabinet and we will have to take it from there. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Yellowknife Centre, supplementary.

**Supplementary To Question O137-91(1): Lack Of Resources To Place Economic Development Officers In Communities**

**MR. LEWIS:** I would like to ask the Minister of Economic Development and Tourism then, having the full knowledge that this recommendation had been passed by this House as a priority following two years of work, community consultation, and so on, I would like to ask him whether he, in fact, attempted to reallocate within his own department. Also, whether he went to cabinet to seek these kinds of resources in order that he could comply with the will of this House.

**MR. SPEAKER:** Thank you. The honourable Member for Kivallivik.

**Further Return To Question O137-91(1): Lack Of Resources To Place Economic Development Officers In Communities**

**HON. GORDON WRAY:** Unfortunately I cannot prove it, because all of the bruises are healed on my colleagues, but the Member can be assured that, yes I did try.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Natilikmiot.

**Question O138-91(1): Enforcement Of Liquor Law, Pelly Bay**

**MR. NINGARK:** Thank you, Mr. Speaker. My question is directed to the Minister responsible for Municipal and Community Affairs. Mr. Minister, Pelly Bay is a dry community, technically speaking. A number of times when I was the manager, and they still do it today, some of the members of the hamlet council talk about enforcing the community through a hamlet council by-law. I wonder if this could be done within the system, aside from the enforcement through a liquor plebiscite? Thank you.

**MR. SPEAKER:** Thank you. The honourable Member for Inuvik.

**Return To Question O138-91(1): Enforcement Of Liquor Law, Pelly Bay**

**HON. TOM BUTTERS:** Mr. Speaker, when I visited Pelly Bay I discussed the matter with a hamlet councillor and the impression I received, as a result of that discussion, was that there was no penalty under the current arrangement with the hamlet. I did, as a result of that discussion and consultations

with the MLA, look into the matter with regard to the penalties and I did find that there is a penalty for such infractions but to date, the penalty has never been imposed. I think there is currently a process in place; a penalty that would probably suit the requirement of the community. I could provide this information to the Member and he could determine whether he thinks the process is satisfactory. It is under current legislation, sir. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Natilikmiot, supplementary.

**Supplementary To Question O138-91(1): Enforcement Of Liquor Law, Pelly Bay**

**MR. NINGARK:** Thank you, Mr. Speaker. Mr. Minister, can the hamlet council as a municipality of the community make a by-law imposing the liquor system within the dry community aside from the enforcement that was done through the liquor plebiscite? Thank you.

**MR. SPEAKER:** Thank you. The honourable Member for Inuvik.

**HON. TOM BUTTERS:** Mr. Speaker, I would have to research the question further so I will take it as notice. But my answer would be that I do not think so. I think the legislation is in place. I did look at the possibility of recommendations from the council that might be put into regulation, but I do not think there is any possibility of that approach.

**MR. SPEAKER:** Oral questions. The honourable Member for Deh Cho.

**Question O139-91(1): Status Of Research Into Custom Adoption**

**MR. GARGAN:** Thank you, Mr. Speaker. I would like to direct my question to the Minister of Justice. For the last several days I have mentioned the concern that I have with custom adoption. The Minister has indicated that the family law review committee is doing research into that area. I would like to ask the Minister, what is the status of the research being done with regard to custom adoption and how much has been spent so far?

**MR. SPEAKER:** Thank you. The honourable Member for Yellowknife North.

**Return To Question O139-91(1): Status Of Research Into Custom Adoption**

**HON. MICHAEL BALLANTYNE:** Thank you, Mr. Speaker. The family law review has gone on for some period of time. I think I expressed to this House originally that this was going to take time because of the structure, the way we set it up. We thought because we would be dealing with sensitive issues that directly affect people at the community level that we set up a very thorough consultation process. As you know, we solicited names of people for the steering committee from the aboriginal organizations. We have departments involved that work very closely with the Minister of Social Services and her staff and my staff worked very hard on this. The committee has hired a number of consultants, there is work being done on aboriginal custom law and also there is work being done on ways to modernize family law in general. The structure is quite unwieldy and also I, along with the Minister of Social Services, recognize that there is more danger in forcing it through the system than there is in having some frustration because it takes longer. We are being pretty cautious on how we approach this.

I know the Minister of Social Services wanted to bring forward

some legislation in the area of family law but she has held it back, which I know has caused her and her officials some frustration, because she agreed that it was important that we look at the totality of this particular project.

Now the pieces are coming together. The steering group has a great amount of information which we will be reviewing in the next few weeks. Before we go to the next stage I think it is important that whatever interim conclusions they come up with, that goes back out to the community also. The Member has made it very clear and I think has demonstrated that we are dealing with some very sensitive and very difficult issues here. I think the Member's advice is a good one, not to rush it through by threatening some of the moves we could make in the aboriginal custom law aspect of it.

It is proceeding, it is slow, but I am satisfied that it is better that we go slowly and cautiously than try to force it through, whereby people at the community level will not have the full time to either sift or analyse or make recommendations to improving it. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Deh Cho, supplementary.

**Supplementary To Question O139-91(1): Status Of Research Into Custom Adoption**

**MR. GARGAN:** Mr. Speaker, the Minister must realize that the only time that this issue became a sensitive issue was when the whole question on aboriginal custom adoption was raised by the judicial system and this government. It was never a sensitive issue before that. I would like to ask the Minister, if rather than trying to address it through those different avenues or different groups and the Department of Justice itself, that this government try to recognize it, accept it, and make it as a formality to be practised.

**MR. SPEAKER:** Thank you. The honourable Member for Yellowknife North.

**Further Return To Question O139-91(1): Status Of Research Into Custom Adoption**

**HON. MICHAEL BALLANTYNE:** Thank you, Mr. Speaker. I understand what the honourable Member is saying. We thought we would try to do it in the context of overall family law. The Member is right, there is some quite unique and distinctive characteristics about the way we deal with aboriginal custom adoption here in the Northwest Territories. I think myself, in consultation with the Minister of Social Services, I am prepared to have a look at it to see if there are some things we could do in this area and not have to wait for the full report back from the committee dealing with family law. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Deh Cho, supplementary.

**Supplementary To Question O139-91(1): Status Of Research Into Custom Adoption**

**MR. GARGAN:** Mr. Speaker, I would like to ask the Minister how much has been spent so far on this whole review by this particular group, family law review committee.

**MR. SPEAKER:** Thank you. The honourable Member for Yellowknife North.

**HON. MICHAEL BALLANTYNE:** I do not have the figure off-hand, but probably in the area of \$500,000, something like that. I can get the exact figure. It is quite a considerable amount of money. There has been a lot of consultation. We

have had a lot of research work done in the communities, a lot of committee members have been attending meetings. It has been quite expensive.

**MR. SPEAKER:** So is the honourable Member taking the question as notice?

**HON. MICHAEL BALLANTYNE:** Yes, the exact figure I will make available to the Member.

**MR. SPEAKER:** Thank you. The honourable Member is taking the question as notice. Oral questions. The honourable Member for Baffin South.

**Question O140-91(1): Fencing Around Dump, Lake Harbour**

**MR. ARLOOKTOO:** (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Municipal and Community Affairs concerning the fencing around our dump. The Department of MACA should deal with this matter around Lake Harbour in a quick manner and I am asking that the Minister deal with this problem immediately. They need to have fencing around the dumping area in Lake Harbour because of the caribou grazing and to protect them from the dump. Thank you.

**MR. SPEAKER:** Thank you. The honourable Member for Inuvik.

**Return To Question O140-91(1): Fencing Around Dump, Lake Harbour**

**HON. TOM BUTTERS:** Mr. Speaker, my answer to the Member is yes, I will look into it immediately. I believe the department does know about the problem and I am assuming that some steps have already been taken or are being taken to address it. I cannot advise the Members specifically what they would be, but I will report back.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Hudson Bay.

**Question O141-91(1): Rescheduling Upgrading Of Sanikiluaq Runway**

**MR. CROW:** (Translation) Thank you, Mr. Speaker. This question is directed to the Minister of Transportation. The airport in Sanikiluaq needs to be upgraded and I understand it is scheduled for 1993. However, we found out in November that the medivacs that pick up patients, being the smaller Twin Otters, there is a problem when they are landing. There is a danger to the wings when they are landing and it is dangerous for these planes to land on our runway as it is. This is the information we found in November concerning medivacs. I wonder if they can upgrade the runway in Sanikiluaq at an earlier date than was scheduled, due to the picking up of passengers and the possible danger they are facing and to ensure that they are safe when they are landing, especially the smaller aircraft that are landing in Sanikiluaq. My question is, can he make sure that the upgrading of the airport is done at an earlier date? Thank you.

**MR. SPEAKER:** Thank you. The honourable Member for Kivallivik.

**HON. GORDON WRAY:** Thank you, Mr. Speaker. I will have to take that question under notice. Even though we may take the airports over within the next couple of months, I am obligated to carry out the capital plan that was already approved by Transport Canada. That was part of the arrangement, whatever work they were going to do next summer, we would finish for them. I do not know how much

flexibility I have in my capital. I do not know if I have that kind of flexibility. However, I will take the question under notice and advise the Member when I can have a reply ready. Thank you.

**MR. SPEAKER:** Thank you. The honourable Member is taking the question as notice. Oral questions. The honourable Member for Rae-Lac la Martre.

**Question O142-91(1): Crushed Gravel For Rae Lakes**

**MR. ZOE:** Thank you, Mr. Speaker. My question is directed to the Minister of Municipal and Community Affairs. Mr. Speaker, the Minister's department is aware that the Department of Transportation airport section is going to be crushing gravel for the airport's project for Rae Lakes. I would like to ask the Minister if his department will be crushing gravel for the community's needs while the crusher is in Rae Lakes? Are they going to do that this year?

**MR. SPEAKER:** Thank you. The honourable Member for Inuvik.

**Return To Question O142-91(1): Crushed Gravel For Rae Lakes**

**HON. TOM BUTTERS:** Mr. Speaker, the question posed by the Member relates to the government planning process. MACA makes its granular needs known to the Department of Public Works and the Department of Public Works will arrange for the contract and for the crushing of gravel. As our needs are known, I would assume that the planning process would ensure that they were fulfilled during this crushing operation.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Rae-Lac la Martre, supplementary.

**Supplementary To Question O142-91(1): Crushed Gravel For Rae Lakes**

**MR. ZOE:** Mr. Speaker, can I ask the Minister if he can undertake to see if the Department of Public Works has undertaken the community's needs as the Minister indicated, if they have consulted with Transportation? They are the ones that are undertaking the granular crushing.

**MR. SPEAKER:** The honourable Member for Inuvik.

**Further Return To Question O142-91(1): Crushed Gravel For Rae Lakes**

**HON. TOM BUTTERS:** Yes, and the answer to the question is that 7500 cubic metres extra are to be crushed which will be for community use.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Baffin Central.

**Question O143-91(1): Funding For Organized Hunts In Baffin Region**

**MR. KILABUK:** (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Municipal and Community Affairs. In the east Baffin area there are only certain sections that have a population of caribou, being the higher area of the Baffin, and sometimes they need some funding to be able to get to the areas with caribou. I am not sure what the caribou population is in those areas. What is the exact funding set aside for organized hunts for the Baffin area? Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you. The honourable Member for Amittuq.

**Return To Question O143-91(1): Funding For Organized Hunts In Baffin Region**

**HON. TITUS ALLOOLOO:** (Translation) Thank you, Mr. Speaker. The community hunts program for the West is used as well as for the areas in the Baffin Region. If they are interested in hunting, they can apply for these funds and they can put in applications through the wildlife officers within our department. The communities in the Baffin as well as High Arctic, whenever they are interested in obtaining some funding they have to go through the same procedure as in the West; they put in an application for the funding. Presently the funding for this endeavour has not been allocated and it will be partly allocated under the hunters and trappers association funding, and applications have to be made under our department. The same will apply for that area. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable Member for Baffin Central, supplementary.

**Supplementary To Question O143-91(1): Funding For Organized Hunts In Baffin Region**

**MR. KILABUK:** (Translation) Thank you, Mr. Speaker. I did not quite understand the response, so a supplementary to my question. Perhaps the hunters and trappers of the Baffin, or the NWT Management Board, are they in charge of these programs, or are they given the funding to allocate? With respect to the two communities that I was particularly talking about, do you know that? Thank you.

**MR. SPEAKER:** The honourable Member for Amittuq.

**Further Return To Question O143-91(1): Funding For Organized Hunts In Baffin Region**

**HON. TITUS ALLOOLOO:** (Translation) Thank you, Mr. Speaker. The Baffin Region hunters and trappers board, or the regional HTAs, are allocated this funding and if there are parties interested in using these programs then they have to put in an application to our department. Thank you.

**MR. SPEAKER:** Oral questions. The honourable Member for Aivilik.

**Question O144-91(1): Devolution Of Social Services Programs To Hamlet Of Coral Harbour**

**MR. ERNERK:** (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Social Services. On January 29 in Coral Harbour the hamlet council held a meeting, and I was in attendance at that time. A question was posed to the Minister regarding social assistance programs and their devolution. This question was posed by the residents of Coral Harbour. I wonder, Mr. Speaker, how far has this devolved and can the Minister respond to my question? Thank you, Mr. Speaker.

**MR. SPEAKER:** The honourable Member for Slave River.

**Return To Question O144-91(1): Devolution Of Social Services Programs To Hamlet Of Coral Harbour**

**HON. JEANNIE MARIE-JEWELL:** Thank you, Mr. Speaker. What I have done so far is to direct the department, particularly the deputy minister, to identify a couple of individuals in the department that can meet directly with the hamlet of Coral Harbour to determine exactly what programs they did want to take over. I can obtain for the Member the specific dates when our officials will be meeting with that particular hamlet and advise him accordingly. Thank you.

**MR. SPEAKER:** Thank you. Oral questions. The honourable

Member for Deh Cho.

**Question O145-91(1): GNWT Policy On Staff Housing**

**MR. GARGAN:** Thank you, Mr. Speaker. Last week there were a number of people that expressed a concern over the rent increases for public servants. I would like to ask the Minister of Personnel if he would provide me with a copy of the policy on the provision of staff housing and what criteria he uses for the market value or rent value.

**MR. SPEAKER:** Thank you. The honourable Member for Sahtu.

**Return To Question O145-91(1): GNWT Policy On Staff Housing**

**HON. STEPHEN KAKFWI:** Thank you, Mr. Speaker. Mr. Speaker, the federal government, Revenue Canada, uses Yellowknife as the only place that is considered a developed community in the Northwest Territories. There they have an estimate of what they think is the market rent for Yellowknife. I think recently some Members, and staff as well, received notice that they were going to be taxed on the difference; that is, if they are not paying market rent the difference is going to be taxed by Revenue Canada. As a government we are obliged to send out T4s to indicate that.

In all the other communities we have rents that have been, I think in the opinion of many Members, very low, almost to the point of providing really free housing to government staff for many years. Even with the rent increases now, what the staff have is just, in fact, getting to the point where they are paying still less than what private employees and people in the communities pay for the same type of accommodation. Even if it shows that some staff are getting substantial increases in rent, you have to remember they are often being subsidized by the standard accommodation allowance.

What the Member is asking for, as I understand it, are documents which would show what the policies are in this area, if we would provide him with copies. We can do that. The other request, I think, is to try to show him how we arrive at the rents we charge in the communities, and I can try to come up with those as well. Thank you.

**MR. SPEAKER:** Thank you. The time period for oral question period has expired.

Item 6, written questions. Written questions.

Item 7, returns to written questions.

Item 8, replies to Opening Address. Replies to Opening Address.

Item 9, replies to Budget Address. Replies to Budget Address.  
Item 10, petitions. The honourable Member for Hudson Bay.

**ITEM 10: PETITIONS**

**MR. CROW:** Mr. Speaker, I have Petition 6-91(1), from the people of Sanikiluaq. The petition requests the Minister of Economic Development and Tourism to work more aggressively in assisting artists in the marketing of their products. The petition contains 123 signatures. Thank you, Mr. Speaker.

**MR. SPEAKER:** Thank you. Petitions. Mr. Clerk.

**CLERK OF THE HOUSE (Mr. Hamilton):** Mr. Speaker, pursuant to Rule 57(1), I wish to table the following five petitions which have been filed:

Petition 7-91(1), to petition the Government of the Northwest Territories to fund the construction of a winter ice road between the hamlets of Fort McPherson and Aklavik for the 1990-91 season, which contains 27 signatures;

Petition 8-91(1), to petition the Government of the Northwest Territories to make improvements to the Dempster highway between the hamlet of Fort McPherson and the Yukon border with regard to safety and general driveability of the highway, which contains 30 signatures;

Petition 9-91(1), to petition the Government of the Northwest Territories to address the need and consider possible construction of a highway lateral link between the hamlets of Fort McPherson and Aklavik, which contains 32 signatures;

Petition 10-91(1), to petition the Government of the Northwest Territories to provide adequate funding through their various sources to implement a guide training program to be held within the hamlet of Fort McPherson, which contains 31 signatures;

Petition 11-91(1), to petition the Government of the Northwest Territories to allocate more funding to create and administer literacy programs within the hamlet of Fort McPherson and the Inuvik Region, which contains 38 signatures.

**MR. SPEAKER:** Thank you. Petitions.

Item 11, reports of standing and special committees. Item 12, tabling of documents. The honourable Member for Sahtu.

**ITEM 12: TABLING OF DOCUMENTS**

**HON. STEPHEN KAKFWI:** Mr. Speaker, I would like to table Tabled Document 22-91(1), A Position Paper on Political and Constitutional Development, Presented by the Executive Council, Government of the Northwest Territories, to the Legislative Assembly, February 25, 1991.

**MR. SPEAKER:** Thank you. Tabling of documents. The honourable Member for Inuvik.

**HON. TOM BUTTERS:** Mr. Speaker, I would like to table Tabled Document 23-91(1), the Annual Report, 1989-1990, Northwest Territories Housing Corporation, covering the period April 1, 1989, to March 31, 1990, in English and Inuktitut.

**MR. SPEAKER:** Thank you. Tabling of documents. The honourable Member for High Arctic.

**MR. PUDLUK:** (Translation) Mr. Speaker, I would like to table Tabled Document 24-91(1), a letter that was written to me on February 7, 1991, regarding the teachers' accommodation allowance that has been cut off. This letter is from Grise Fiord. Thank you.

**MR. SPEAKER:** Thank you. Tabling of documents.

Item 13, notices of motion. Notices of motion.

Item 14, notices of motion for first reading of bills. Notices of motion for first reading of bills.

Item 15, motions. Motions. Item 16, first reading of bills. The honourable Member for Yellowknife North.

**ITEM 16: FIRST READING OF BILLS**

**First Reading Of Bill 14: Loan Authorization Act, 1991-92**

**HON. MICHAEL BALLANTYNE:** Mr. Speaker, I move, seconded by the honourable Member for Iqaluit, that Bill 14,

Loan Authorization Act, 1991-92, be read for the first time.

**MR. SPEAKER:** The motion is in order. To the motion. Question has been called. All those in favour? All those opposed? The motion is carried.

---Carried

Bill 14, has had first reading. First reading of bills.

Item 17, second reading of bills. Item 18, consideration in committee of the whole of bills and other matters: Bill 7, Committee Report 2-91(1), Bills 8, 9, 11, with Mr. Zoe in the chair.

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

**CHAIRMAN (Mr. Zoe):** Thank you. I would like to call the committee back to order. Would the committee advise the Chair as to what business you would like to discuss this afternoon? We stood down Bill 7 on Friday and went to Bill 12, which we concluded. Does the committee want to go back to Bill 7? If we do, then we will be dealing with the Department of Transportation. Mr. Government House Leader, do you have any suggestions?

**HON. MICHAEL BALLANTYNE:** Thank you. The government would suggest that we go ahead with the Department of Transportation if the committee concurs.

**CHAIRMAN (Mr. Zoe):** Does the committee agree that we go back to Bill 7, the Department of Transportation? They are on the list next because we deferred the Department of Economic Development and Tourism. Does the committee agree?

**SOME HON. MEMBERS:** Agreed.

---Agreed

Would the Minister be prepared to make his opening remarks after our little break?

**HON. GORDON WRAY:** Yes, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** We will now have a short recess.

---SHORT RECESS

#### Bill 7, Appropriation Act, 1991-92

**CHAIRMAN (Mr. Pudluk):** The committee will come back to order. Mr. Minister, do you want to make any opening remarks?

#### Department Of Transportation

##### Minister's Opening Remarks

**HON. GORDON WRAY:** I am pleased to bring before the Legislative Assembly the Department of Transportation's budget proposal for the 1991-92 main estimates. In my comments I would like to give the Members of the Assembly an overview of the department's plans and objectives for the coming year.

In very general terms, I think the Members should be pleased with the new directions transportation in the Northwest Territories has taken since this government formed the Department of Transportation at the beginning of the 1989-90 fiscal year. Much of the new department's efforts in its first year were devoted to pulling together the separate transportation components from which it was assembled and

to developing the capability to carry out its new mandate of putting a working transportation system in place for the Northwest Territories.

The tabling and subsequent discussion of the Northwest Territories' transportation strategy in the Legislative Assembly this October marked the end of the department's formative period and signalled the real beginning of what we have asked the new department to achieve; that is, the building of an integrated system of transportation infrastructure across the Northwest Territories.

Even more importantly, the transportation strategy represents a significant turning point for the Northwest Territories as a whole. The strategy identifies the lack of adequate transportation infrastructure as the major barrier holding back the Territories' economic, social and political development. Federal spending on new transportation projects peaked 15 years ago and has steadily diminished since then. Territorial governments in the past have never contemplated making investments on the scale that infrastructure projects require. This government recognizes that further delays in transportation development will compromise the economic future for even the next generation of Northerners.

The Members will notice that the Department of Transportation's capital budget has increased from \$8.6 million in 1990-91 to \$31 million for 1991-92. I will come back to it in a moment. Almost half this increase, \$10.5 million, results from the transfer from the federal government of the inter-territorial roads program. Still, the budget for 1991-92 represents a real doubling of the territorial government's expenditures on transportation development.

Having said that, Mr. Chairman, I want to point out that the department's \$31 million capital budget for 1991-92 is barely half what is needed just to bring our existing infrastructure up to meet nationally accepted standards. Years of neglect for our infrastructure have left it in a badly deteriorated state. The strategy proposes a \$300 million program over a five year period; that is, \$60 million a year, which is needed for basic upgrades and improvements in our wharves, airports and highways.

I want to emphasize these figures to the Members, because if we really are serious about our economic future, then these are the levels of future budget expenditures that will have to be considered. Investments in transportation infrastructure are expensive. Nevertheless, these investments are the basic pre-conditions for an economic future with any kind of a promise. We must begin thinking realistically and responsibly about where and how the Territories are going to find the money it needs to build up its infrastructure.

We know that we alone do not have the resources for the scale of investment required. We must strike a new partnership with Canada and gain the participation of the provinces and the private sector. These partners will be shareholders in the benefits. They must also be prepared to share in the investments.

#### Budget Increase Real And Substantial

The increase in this year's budget is real and substantial. This government is moving in the right direction. What I hope the Members will appreciate is that this is just a start. If we want a transportation system that can support an improving and growing territorial economy, we must be prepared to take a leadership role and to commit ourselves to even larger transportation budgets in the years to come.

The transportation strategy maps out a long-term and comprehensive transportation plan for the Northwest

Territories. Careful planning and management are especially important where transportation is concerned, simply because infrastructure projects are so expensive and money is tight. As it sets out to accomplish the system laid out in the strategy, the department must build up its management, design and planning capability to handle larger, multi-year programs and projects. The department's budget for 1991-92 includes four person years and \$370,000 for the department to begin carrying out the transportation strategy.

I am pleased to report that this year's budget, for the first time, shows the management and planning benefits that the transfer of federal programs to territorial control makes possible. As I mentioned, almost half the increase in the department's capital budget comes from the \$10.5 million transferred last spring from the federal inter-territorial roads program.

The transfer took place on May 3, 1990, after more than seven years of very difficult and frustrating negotiations with the federal Department of Indian and Northern Affairs. This year, the main estimates show, as territorial expenditures, the \$10.5 million in highway projects that in past years have been subject to the discretionary and piecemeal approval of the federal Treasury Board in Ottawa.

The main thrusts of the department's road reconstruction program in 1991-92 are to continue with the reconstruction of Highway 1 between Enterprise and its junction south of Fort Providence with Highway 3, at an estimated cost of four million dollars; the continuing reconstruction of Highway 3 between Fort Providence and Rae-Edzo at \$8.4 million; and the completion of the Rae access road for \$2.5 million.

On the O and M side of the inter-territorial roads transfer, 13 additional person years and \$705,000 now also appear as items in the department's budget. The department formerly carried these project planning, management and design positions as term positions, contingent upon and recoverable through federal project approvals.

Ferry services across the major rivers in the NWT will remain a crucial component of the territorial highway system into the foreseeable future. The 1991-92 budget includes \$2.5 million for the construction of a new ferry for the Liard River crossing south of Fort Simpson. When the department takes delivery of this new ferry, the existing ferry, the MV Johnny Berens, will move to the Camsell Bend crossing of the Mackenzie River to complete the all-weather highway system to the community of Wrigley.

In financial terms, the construction of community access roads was a small portion of the highways transfer from the federal government. On the other hand, in the community consultation phase of the strategy's preparation, interest in community access roads figured prominently. New local roads to improve people's mobility in the small communities is one of the more exciting aspects of the strategy's proposals. The department's budget, for the first time, assigns \$350,000 to the community access roads program as a distinct and separate task.

The financial and technical planning leading to the construction of the 50-some road projects identified in the strategy will take time. Nonetheless, two local projects in 1991-92 will initiate the department's new community access road program. One project will improve the seasonal road access to Jean Marie River and the second will construct a short road running from Gjoa Haven five kilometres north to the Swan Lakes. Over the course of the next few years, I hope to see substantially larger budgets to include several more of these local community access road projects.

An important highway safety measure, the department's capital budget includes \$800,000 for an improved dust control program on the Territories' 1500 kilometres of gravel-surfaced, all-weather roads. The 1991-92 program will extend the dust-free zones to half the length of the gravel-surfaced highways.

#### **Privatization Of Highway Maintenance**

On the O and M side of the highway system, the budget increases maintenance expenditures by \$300,000 a year to help keep our roads in a better state of repair. Inflation, restraint and increased traffic have contributed to our roads wearing out faster than the department can repair them.

This government's larger policy goal of privatization directs government expenditures in support of economic development opportunities for the private sector and community organizations in the small, local economies of the Northwest Territories. The Department of Transportation maintains over half the all-weather highway system through contracts with the private sector and community organizations. This budget includes a \$770,000 increase in support of the existing privatized highway maintenance operations.

The community wharves program is similar to the community access roads program in that I expect local infrastructure projects like these will come to play a much larger role in the department's delivery of its mandate over the coming years. Since adequate local docks and wharves in the communities are, for the most part, non-existent, putting an effective delivery program together and co-ordinating territorial expenditures with the federal Departments of Transport, and Fisheries and Oceans, will take time.

To begin with, the community wharves program will concentrate its spending of territorial dollars on the construction of breakwaters and protected moorages in those communities which are most exposed to open water and the threat of storm damage to local vessels. In 1991-92 the department's community wharves budget of \$890,000 includes construction work on breakwaters in Arctic Bay, Broughton Island, Gjoa Haven and Sanikiluaq. The completion of these breakwaters is planned over a two to four year period, depending on the scope of the project and the availability of local materials and equipment. In Pangnirtung, work will begin this year with the federal Department of Fisheries and Oceans to develop a harbour in support of the commercial fishery and small craft. In Iqaluit, the department will continue with its improvements to the access channel, deepening it and extending the breakwater. Again, these are the modest beginnings of what will become a significant element of the transportation portfolio.

#### **Arctic B And C Airports Program**

Just as I am pleased that the department's highway reconstruction program for 1991-92 will appear in our main estimates and not in the federal government's, I would point out that this is still not the case for most of the department's planned expenditures on airports. For almost 12 years now, different departments of the Government of the Northwest Territories have been negotiating with the federal government for the transfer of the Arctic B and C airports program. Even this year, the transfer negotiations have slipped past three tentative transfer dates as we struggled with the federal Departments of Indian and Northern Affairs, Finance, and Transport.

On the transfer, I am pleased to inform the Members that the agreement has received the federal Treasury Board's approval and we expect to integrate the new program responsibilities into the department during 1991-92.

The successful completion of the airports' transfer will involve an increase of six million dollars in territorial capital expenditures. Although these moneys do not yet appear in the main estimates, the department will manage the construction of a runway extension at Chesterfield Inlet, a new air terminal building in Arviat, and the planning for the expansion and renovation of the air terminal buildings at Rankin Inlet, Pangnirtung, and Igloodik.

The maintenance of community airports through operating agreements and contracts with municipal governments has been one of the territorial government's most successful programs for supporting community development and stimulating local employment opportunities. Today, 34 airports across the Northwest Territories are operated locally under agreements with the Department of Transportation. These airport operations account for some 85 jobs and contribute just over three million dollars in wages and salaries to the community economies.

The municipalities have an interest in employing local people from their communities as their airport maintenance personnel. The department must keep the airports well maintained by qualified personnel. The need to employ people locally, combined with the need for well qualified maintenance personnel, has created the need for an airport maintenance training program. The 1991-92 budget includes \$100,000 to develop a training program which would use the excellent facilities of the Baker Lake airport as a functioning on-site training centre in the special skills and expertise necessary for the safe and efficient maintenance of northern community airports.

You will recall that a supplementary estimate in the fall session was approved to address the urgent need for safer air facilities pending the formal completion of the airports' transfer agreement. In anticipation of federal capital funds in the agreement for the completion of seven community airports, the department's budget commits one million territorial dollars in 1991-92 for the construction of a new airport at Paulatuk as well as \$860,000 for long overdue improvements to the Rae Lakes and Snowdrift airports.

I will bring your attention to the fact that while these new capital projects are valuable investments in the Territories' transportation infrastructure, they do bring with them ongoing expenditures for their operation and maintenance. The budget identifies \$294,000 for the annual operating expenses which these new capital assets will require.

The Members of this Legislative Assembly are aware of the compromises in air safety that the federal government's budgetary restraint policies have created for the air services at community airports in the Northwest Territories. In this budget, I am asking for your approval to commit \$400,000 as a territorial enhancement to the community aerodrome radio service (CARS) program. As you are aware, my department administers this program on behalf of Transport Canada and thereby provides some 60 jobs for Northerners. This money will allow 15 of the 23 communities where the CARS program is in place to hire and to train backup operators at these airports and thereby to extend the service coverage to nine hours a day, seven days a week.

I have resisted the expenditure of territorial moneys to fulfil a federal responsibility, but the risk of a serious air tragedy occurring while we try to persuade the federal government to carry out its mandate is just too great. At the same time, I am not prepared to let Transport Canada take advantage of territorial moneys as an opportunity to reduce even more of its expenditures on northern air safety. I will use this territorial commitment to negotiate a matching contribution from Transport Canada and to achieve greater control of the CARS

program for the Northwest Territories.

In January, I met with Transport Minister Lewis and discussed the CARS program problems and advanced my proposition. The Minister heard the proposal and has promised to give me his response in the very near future. I also asked him to give his serious consideration to paying a visit to the Northwest Territories to gain some first-hand experience and knowledge of our issues and concerns. Many of you will recall the very positive and productive meeting we had in 1989 with his predecessor, Mr. Benoit Bouchard.

In brief, Mr. Chairman, these are the major elements of the Department of Transportation's budget for 1991-92. I think the Members of this House should be pleased with this budget proposal, as in it the Members can see the territorial transportation system begin to take shape, as was the promise when the Legislative Assembly gave its approval to the creation of this new department. Thank you.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Pollard, as chairman of the standing committee on finance, does your committee have any comments on the Department of Transportation?

#### Comments From The Standing Committee On Finance

**MR. POLLARD:** Thank you, Mr. Chairman. We had three concerns, Mr. Chairman, and I will move appropriate motions at the right time. The first concern was the capital book presented to us in November. The department is not providing information for capital expenditures in future years and the committee has some concerns with that, Mr. Chairman.

With regard to urban highway standards, the department indicated that they are planning the reconstruction and paving of six kilometres of Highway 3 in Yellowknife at a cost of two million dollars and are completing the reconstruction and paving of 10 kilometres of the Dempster highway in the Inuvik boundaries at a total cost of \$6.895 million, Mr. Chairman, and \$1.1 million of that will be in 1991-92. The committee was told, Mr. Chairman, that they are relatively expensive because the department has to build to urban standards because they are inside the city, or in the case of Inuvik inside the town boundaries. The committee is concerned that the government is spending an excessive amount of money because of urban standards rather than out of absolute necessity.

The third concern deals with transportation of hazardous materials, and we have discussed this many times here before, Mr. Chairman. The committee is concerned at the large number of agencies involved in the management of and response to the transportation of hazardous materials -- Transportation, Renewable Resources, Municipal and Community Affairs, municipalities, emergency measures organizations, the RCMP -- to give you some examples, Mr. Chairman, which may result in confusion and costly delays when it comes to the eventual response to a serious problem.

I have three motions that I will move at the right time, Mr. Chairman. Thank you.

**CHAIRMAN (Mr. Zoe):** Mahsi cho. General comments. Are there any general comments on the Department of Transportation? Member for Aivilik.

**MR. ERNERK:** (Translation) Thank you, Mr. Chairman. I do not have any questions to the Minister of Transportation, but the statements that I am going to make right now are with regard to roads within municipal boundaries. First of all, I wish to thank the Minister with respect to air transportation for the communities of Chesterfield Inlet and Repulse Bay in my riding. I wish to thank the Government of the Northwest



Territories. The matter of air transportation is a big concern, particularly in the Inuit communities. I think it is the number one transportation in the NWT because of the harsh winters that we have to encounter. I think the Minister is aware that in our communities -- those of us who are from the Keewatin Region, as well as the NWT as a whole -- air transportation costs are going higher and higher. For instance, by air in 1991 it is \$600 return from Rankin Inlet to the outlying communities. The fares are just going higher and higher and it is getting harder and harder for the Inuit to travel by air due to these high costs.

Another thing I would like to comment on is the highway system in the NWT, particularly in the Keewatin Region. There was a document that was drafted regarding winter roads from the outlying communities to Rankin Inlet within Aivilik. I think it is a very good idea and I think it was supported by most of the Keewatin residents. I wish to encourage the GNWT to proceed with that construction. They could hire many local people who are unemployed. If a highway in the Keewatin is going to be considered in the future, I think I would want to encourage them to go ahead with this highway. I would prefer to have northern preference when they are going to hire people to construct this highway system. I think we are all aware that in the NWT -- I keep referring to Repulse Bay where there are a lot of young people under the age of 16, over 250 young people in Repulse Bay alone, and the total population is about 435 in that community -- we should consider creating employment in the NWT, and I think this would be a very good opportunity to get the young people employed. (Translation ends)

#### Tourism Potential Of Highway To Keewatin

I also believe, Mr. Chairman, that the construction of a highway from southern Canada to the Keewatin communities has a lot of tourism potential within the region itself. I also believe that the cost of living would go down drastically once the Keewatin communities are connected to the rest of Canada by building roads between the communities.

(Translation) We all know that when we travel in the winter the only transportation we have is aircraft and we have to get our supplies in the winter by air transportation. I am sure they transport dry goods to the communities by barge. I hope the construction of a highway to the Keewatin Region will be considered in the future, but the only problem I have with that is that some things that are coming into the Keewatin Region from the South will probably -- this will probably be a bother to the animals in the nearby lands. (Translation ends) There would have to be closer, much closer monitoring of southern Canadians travelling from southern Canada to the Keewatin communities. (Translation) I do not want our animals to be scared away in the Keewatin Region and I already told the Minister and the Government of the NWT that. If this is going to be the case in the Keewatin in the near future, that a highway will be built from the South to the Keewatin, I am sure that would open a link between southern Canada and the Keewatin Region. I, myself, am in support of this consideration. Thank you, Mr. Chairman.

**MR. SPEAKER:** Mahsi cho. General comments. The Member for Yellowknife Centre.

**MR. LEWIS:** Thank you, Mr. Chairman. When this department was established, we spent some time on it discussing in general terms what the department was set up to do. My comments today are not going to be very elaborate.

Mr. Chairman, the Minister obviously had to put together a very clear plan for what we would like to achieve in developing our own transportation infrastructure. The

problem, of course, is that it is not something that we have control over because the funding that we need to do it is just not within our budget. It has been the history of transfers in the Northwest Territories that every time the federal government transfers activities to us, they tend to want to save some of the money themselves and to pass on to us the problems with inadequate resources to do the job. That has been the history of devolution because the federal government has to stay within its own budget and every department is being cut down south, too. They tend to take advantage of these transfers to protect their own interest in their own departments right in the capital city of Ottawa. When I look at the idea of implementing a transportation strategy including the development of regional plans, and so on, it is very clear that although you may have a strategy, it is very difficult to implement it if in fact you do not have the resources to do it. Even though that is a definitive objective of this department, it may be difficult to achieve.

The other issue, Mr. Chairman, is that when you set up a new department where you look at a new form of specialized activity, the temptation is to try to develop something unique for that department. I would wonder why, even though I do accept that human resource development should be a function of governments, where you look at the best use of your human resources, I am just wondering if that should not be the job of the central agencies. The Department of Personnel has a major responsibility for making sure that we get the people in place to do the jobs that we want to get done and each department, however, is responsible for upgrading and giving specialized kinds of help to those people on its staff that it needs to support.

#### Infrastructure Is Key To Economic Development

As far as the overall development of the transportation infrastructure, Mr. Chairman, I pointed out the other day that probably infrastructure itself is one of the major keys if you are going to develop an economy, and where you have seen the countries or regions develop an infrastructure that can support its population, then the economy tends to do well, whereas in those places, especially Third World countries, where they just do not have the kind of infrastructure that we have in the western world, they suffer as a result. One of the anomalies, though, Mr. Chairman, is that probably the economy that existed before we had a transportation infrastructure was better in some sense for local people than the economy we have today, because one of the disadvantages once you develop a complete infrastructure is that it becomes cheaper to bring stuff in than to develop it yourself.

For example, before the road system was developed, before the air system was really well advanced, we did have primary agricultural pursuits in the Northwest Territories. There was a thriving farm around Fort Smith, in Fort Providence, in Fort Simpson. All the way up the river valley you had a primary agricultural activity taking place because there was no way of getting stuff in at that time at a reasonable cost. The same thing happened in Yellowknife in the early days. There were farms in Yellowknife that produced stuff for local consumption, several market gardens. When you develop a road system which helps in the overall development of your economy because you can get stuff in to provide support for that infrastructure, like oil and gas and so on, then it is not 100 per cent in the sense that it discourages people from doing things locally because it is cheaper to bring stuff in from the South.

Mr. Chairman, the business of trying to develop infrastructure in the Northwest Territories is very, very clear. If we look at it in its biggest sense, it could probably provide the biggest incentive for economic development if we do it properly and if we can get the resources to do it. As far as the obvious

ways in which transportation has helped us in the past, I have mentioned it before that in the past it was the search for minerals and the search for ways in which we could provide for the protection of the continent that we in fact got a road system. Many people in southern Canada find it strange that people in the Northwest Territories do not want to have the military building airstrips and building all kinds of ways in which you can develop your infrastructure from a transportation point of view, because right across the country people get upset when the military pulls out and they are no longer going to operate airports and they are no longer going to have all these activities taking place. In the Northwest Territories we have had that kind of advantage in the past, especially from 1942 until the end of the war. Since that time, military activity has not been very strong and of course there have been many concerns expressed about the direction that that would take us if we end up having a huge military infrastructure in the North and seeing the next big world war taking place above our heads. That is a concern that northern people have expressed. Maybe that is one of the reasons why the expansion of infrastructure by the military has proceeded at a relatively slow pace.

Many other issues here, Mr. Chairman, in the description of the activities under marine services, highway operations, airports and motor vehicles, seem to me to provide an integrated approach to developing the infrastructure that we have asked for for some time. I hope that when we look at the details of this budget we can see beyond next year's, but we can see in fact something which would provide us with that basic infrastructure for years to come. I promised that my remarks would be short, Mr. Chairman, because there is danger of repeating many of the things that we have said when we dealt with this department last year. Thank you.

**CHAIRMAN (Mr. Zoe):** Thank you. General comments. The Member for Baffin South.

#### Improving Air Service Should Be First Priority

**MR. ARLOOKTOO:** (Translation) Thank you, Mr. Chairman. Briefly, I would like to emphasize -- it is not directly from my community, but from my knowledge -- they should look after the poor air service first. I know for a fact that we do not have very good runways in Baffin Island and the person who is sitting right next to me, his airstrip is also very poor.

I would like to emphasize that to the Transportation people. We are also talking about radios. When you look at the smaller communities, such as Lake Harbour -- in Baffin Island it seems they are too far behind, employment wise, because there is no communicator/observer. It has been my concern that the small communities always have the charters come in and out, such as Twin Otters, for example. When you charter an aircraft, especially during stormy weather when there is no communicator, it is not safe at all. No one is going to be working when they are not making any money. I would like to emphasize that when a lot of people come in on a charter, whether they are on business, from a small community it is very dangerous at times, especially with the harsh winds. I think we are going to have to set up something and get observer/communicators in the smaller communities because they are using a lot of charters into them.

It is not that the people do not want to work, but I am sure a person does not want to work when he is not being paid. I think we are going to have to think about this more, especially in the smaller communities. I want to see more observer/communicators within the smaller communities. As I said this afternoon regarding the lighting system in Lake Harbour, I know there are runway lights but they are very poor and I would like to see two red lights put up by the runway in the higher ground. I am sure there is a way we can work

on this within our communities.

These are my general comments. I have talked about this so many times and I get surprised sometimes when the other settlements who have never asked for a runway are given the proper new runways, even people on the highway system or even the smaller communities who have winter roads. I was surprised that something is being built in Baker Lake. Coming from the Eastern Arctic it was very surprising to me that the Transportation budget -- the smaller communities in the Eastern Arctic do not have anything and the Western Arctic communities are getting a lot of things. Thank you.

**CHAIRMAN (Mr. Zoe):** Thank you. General comments. The honourable Member for Kitikmeot West.

#### Transportation Budget Not Addressed To Nunavut

**MR. PEDERSEN:** Thank you, Mr. Chairman. I would like to comment on the items in the capital budget of this department that affect Nunavut, but I suspect, Mr. Chairman, that you would not allow me to be silent for 10 minutes and retain the microphone. In fact, Mr. Chairman, I wonder why all of us from Nunavut keep sitting here because this budget is not addressed to us, it is addressed to someone else clearly. If it were not for some work in Paulatuk, and we do not know whether that is going to end up in Nunavut or not, there would be nothing.

The Minister said in his opening remarks that Members should be pleased with the direction that the department has taken. I suppose that Members can be pleased if the direction that the department is taking leads to your community or constituency somewhere, but it leads neither north nor east.

Transportation is not only highways and ferries. Transportation is the moving of people and goods, and it is as critical in one part of the NWT as it is in another one. A number of Members over the years have requested things like freight subsidies in their communities that have particularly high freight rates, and passenger subsidies where they have particularly high ticket prices. Up to now nothing has happened on that, but I submit to you, Mr. Chairman, that a subsidy on moving people from Rankin Inlet to Lake Harbour is as legitimate as the subsidy is to move goods over a highway. The highway itself is a subsidy.

I notice in the capital budget we are putting in for a new ferry for somewhere. I did not pay attention to where because it was not anywhere near us. A ferry is a mover of freight and a mover of people, but I take the ferry when I go from Coppermine to Yellowknife too, only mine flies and the other one floats. It is still the same thing that we do with it. Why can we not accept that transportation is as critical in one part of the North as it is in the other and give some sort of equal treatment?

We are at the moment facing some severe difficulties within parts of my constituency and the constituency that Ms. Cournoyea represents, where the major carrier that we have had operating in there for some years has simply decided to discontinue service. We are now stuck with carriers -- and this is no fault of our government -- but we are now stuck with carriers that do not have aircraft of an adequate size and configuration to serve the freight needs of the communities. We simply cannot move certain items of freight that we have become accustomed to moving.

This probably is a result of the federal government's open air policy and the deregulation. It does seem somewhat absurd that you have two carriers licensed to carry passengers between Edmonton and Yellowknife, a city of half a million and a city of 15,000, and you have four carriers licensed to do

the same thing in Holman Island, a community of under 400 people. Obviously no one makes a commitment when there is that much uncertainty in the competitive market.

I would like our government and this department to consider transportation needs in their totality and not just its highways and ferries; and also to do whatever is possible to intervene in the situation that now exists in the air industry in the North. It is not only in my constituency. It is into the Keewatin and into the Baffin as well. Deregulation has hurt us. The buying frenzy that major airlines went into when deregulation started and where they ate up all the small regional carriers have removed from these regional carriers the management that had the northern commitment. We do not have that commitment amongst management of many airlines any longer.

I am not sure what we can do as a government, or as communities, or as people, to better that situation, Mr. Chairman. I do not think we should promote a monopoly, but we should not promote competition where there is not sufficient business to compete for either, and that is what deregulation has done to us. Perhaps the time has come for us as governments and communities to get together and publicly announce that we will support one carrier over another if that one carrier provides the service that we need with the type of aircraft that do the job better than the other ones do. We cannot afford to dilute the traffic patterns to the extent that we eventually lose service altogether.

To sum up, Mr. Chairman, I would like more emphasis on transportation generally. I would like more emphasis on an equitable distribution of transportation dollars, and I would like the department and the government to realize that transportation is a total aspect of moving things and of moving people, and not just of moving them on highways and via ferries. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** Thank you. General comments. Member for Kivallivik.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. I would like to just respond briefly to the honourable Member's last comments. What he says is mostly perfectly true, but so the impression is not left, particularly with the press and media, that this government is deliberately ignoring the Nunavut area for the betterment of the West -- I too at times have been a little bit put out when I look at the imbalance between the two areas, particularly when some Members of the West start to compare money going into certain constituencies while they always seem to get the highways money, which is a very large chunk of money that goes into the West and not into the East; but in defence of the department, what you see reflected in the budget is what we have control over.

#### **No GNWT Control Of Airports And Docks**

The two critical areas in Nunavut, airports and docks, are areas that we, as a government, do not control; nor do we control the expenditures. We will begin to control the expenditures on airports sometime in the coming year, so next year you will see more money on the airports side that will show up in the Eastern and Central Arctic, the Nunavut area.

If you want to point fingers, you have to go back a long way and look at why the West has progressed from an economic point of view and why the East has not. They were federal responsibilities and the federal government, essentially, decided that it was going to spend money on transportation in the West and not in the East. Consequently, all of the programs that this department has are programs that we have inherited from the federal government, including the highways that we took over this year, and we also inherited their

budgets.

In docks, which were clearly a federal responsibility, not only were they a federal responsibility but there was never money put into a docks program. I think I mentioned I have about \$900,000 going into a docks program. That is new money. We are having to start from scratch when it comes to docks in the Eastern Arctic, and we are trying to get the federal government onside, but it is very difficult.

The same with airports. They controlled the dollars for airports so therefore they controlled how much money goes into them. There is an imbalance, there is no question about that, but this government is not the government responsible for the imbalance. We have simply inherited a problem that existed with the existing federal system.

I also agree with the Member in terms of the air transportation and deregulation, but I would point out that this government did, when the federal government was planning deregulation, make the case that there should be certain exemptions in the North because we were unlike the South. We were assured that when it came to handing out licences in the North it would not be a completely open ticket. In fact, that has not turned out to be the case. In very, very rare situations has the Canadian Transport Commission turned down a licence application in the North. It has been the exception rather than the rule. In effect, much the same rules that are being applied in the South are now being applied in the North, and it is having an impact; but once again that is an area that is outside our control. We cannot control it and we do not control the licensing of aircraft.

Nor do we control the level of service. The Member for Baffin South talked about the level of service his community gets, and I can tell you from what I have seen in Baffin -- try come and live in the Keewatin for a year and see what kind of service we get. Perhaps maybe the Kitikmeot is about the next worst region when it comes to air service than the region I live in, but once again it is not something we control. The level of service is dictated by traffic and it is a dollars and cents decision by the airline companies themselves when, where and how they will give you service. Just like what Mr. Pedersen is talking about, all of a sudden a service that his area has enjoyed for years is being withdrawn, with no reasons, no applications, they just up one day and announced they were withdrawing the service, and we do not control it.

That again is part of the frustration of living in the North, and one of the frustrations that we have as Northerners is that we are so dependent on transportation, much more than any other Canadian when it comes to airline transportation, and yet we have almost no control over that transportation network, including the facilities, the infrastructure, the level of service, the type of service; we do not control it but we feel the impact.

I can share some of the Members' points of view, but I just want it understood from a departmental point of view that it is not something we are really in control of. We have been forced into this situation by federal government practices and by circumstances, and I wish there could be a more balanced budget, but there is not because I do not control yet the airports and docks program.

#### **New Infrastructure Is Federal Government Responsibility**

I should also point out to the Member for Yellowknife South that as we have been negotiating the airports transfer, and the highway transfer, I have been clear to leave in there that the responsibility for new infrastructure is still the responsibility of the federal government, simply because I recognized early on that if we take that responsibility over, then essentially the

federal government can now wash its hands and walk away from the North, and I would have no recourse in going back to them to ask them to share in some of these expenditures. We have had to leave it in there as a federal responsibility. It is very difficult to get dollars for the North simply because transportation is so expensive and when we are talking big numbers, quite frankly when it comes to federal politicians dividing up the pie they look to putting those kinds of dollars that we are talking about, which are hundreds of millions, into more populated areas in the South where, quite frankly, there are more voters and there are more MPs.

Every northern jurisdiction in the world where you have a transportation network has almost always been developed for military purposes, whether it is the Soviet Union, Greenland, Scandinavia or the United States. Their northern transportation network has been almost always developed either for military purposes, primarily, and secondly, for things like oil or resource development. We have not enjoyed that same level of funding or construction as other northern jurisdictions and it is doubtful if we will ever get that now, so we are going to have to make the case on developing our transportation network based on developing our economy, which is going to be a very difficult sale to make. We are only 55,000 people and we are asking southern Canada and the taxpayers to spend anywhere between \$300 million and a billion dollars. So it is going to be a tough sale. There is no question about it. But I do not think that it is one that we cannot afford to make. Our future is tied up to our transportation linkages. At every opportunity, at every turn, at every meeting, every time we meet with people who can help, we have to make the case that Canada has to have a vision and the North has to be included in that vision and we must have transportation. Those are the only comments I have.

**CHAIRMAN (Mr. Zoe):** Thank you. General comments. If there are no further general comments, is the committee ready to go into the details on Transportation?

**SOME HON. MEMBERS:** Agreed.

--Agreed

**CHAIRMAN (Mr. Zoe):** Thank you. Page 11.10 in the main estimate book, Department of Transportation, directorate. Member for Aivilik.

**MR. ERNERK:** Thank you, Mr. Chairperson. If my question is out of order please rule me out of order. I do want to ask a question five pages prior to page 11.10 under "definitive objectives", where it says "Arctic airports". One of the objectives is "to establish a training centre at the Baker Lake airport for airport managers, mechanics and equipment operators." Is that for the entire NWT or for the entire Nunavut?

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister, will you be bringing in any witnesses to appear before the committee or are you confident that you can handle all the questions?

**HON. GORDON WRAY:** No, I will be bringing in witnesses. I can handle this question without witnesses, but at some point in time I will need them. Primarily that would be for the Nunavut area, although there would be some people from the West from time to time coming.

**CHAIRMAN (Mr. Zoe):** Thank you. Member for Aivilik.

**MR. ERNERK:** Thank you. The second question to the Minister, why in Baker Lake and not in a more central location like Rankin Inlet?

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** First of all, Baker Lake is a lot more centrally located than Rankin Inlet when it comes to the Central Arctic. But the real reason is that Baker Lake has the most developed airport of all the airports that we have got; it is the best equipped, with the best equipment. It was a federal airport. As such, the federal government spent a lot of money on that airport. So that is the one where we have the best equipment, the most garages, the most staff.

**CHAIRMAN (Mr. Zoe):** Thank you. Member for Aivilik.

**MR. ERNERK:** Thank you, Mr. Chairman. I guess when I said centrally located, when I was talking about Rankin Inlet, I was more or less basing the situation with regard to transportation availability. Thank you.

**CHAIRMAN (Mr. Zoe):** Thank you. Any comment, Mr. Minister?

**HON. GORDON WRAY:** Yes, two things. First of all, there already is a fire training centre there. The federal government built a fire training centre for airports in Baker Lake about two years ago. So we would want to use that. That was the other part of the answer; there already is a fire training centre there.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister, would you like to bring in your witnesses at this time?

**HON. GORDON WRAY:** Thank you. I have with me on my left, Mr. Hal Gerein, deputy minister, Department of Transportation; on my right, Mr. Jim Winsor, director of finance and administration.

**CHAIRMAN (Mr. Zoe):** Thank you. Before I go to the directorate, does the committee have any questions on the organizational chart or the departmental goals or departmental objectives? If there are no questions on those three items, we will go to the directorate on page 11.10.

**Directorate, Total O And M, Agreed**

Directorate, total O and M, \$2,834,000. Agreed?

**SOME HON. MEMBERS:** Agreed.

--Agreed

**Transportation Engineering, Total O And M**

**CHAIRMAN (Mr. Zoe):** Thank you. Transportation engineering, total O and M. Member for Hay River.

**Motion To Recommend That Transportation Department Review Application Of Urban Standards To Highway Construction, Carried**

**MR. POLLARD:** On behalf of the standing committee on finance, Mr. Chairman, I would move the following recommendation: The committee recommends that the Department of Transportation review the application of urban standards to highway construction to ensure that the scope of such projects are driven by absolute necessity. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** Thank you. Your motion is in order. To the motion. Member for Hay River.

**MR. POLLARD:** Mr. Chairman, we are of the understanding that when a highway crosses the boundaries of a town or a city, that urban standards apply within the city or the town boundaries. I think we were advised that that was somewhat more expensive to build. We are just asking the department to review the application of urban standards to highway

construction within those, either cities or towns, Mr. Chairman. Thank you.

**CHAIRMAN (Mr. Zoe):** Thank you. To the motion.

**AN HON. MEMBER:** Question.

**CHAIRMAN (Mr. Zoe):** Question has been called. The Chair does not recognize a quorum. Mr. Clerk, could you ring the bells, please?

Thank you. I have a motion on the floor. Question has been called. The motion reads: "The committee recommends that the Department of Transportation review the application of urban standards to highway construction to ensure that the scope of such projects are driven by absolute necessity." Question has been called on this motion. All those in favour? All those opposed? The motion is carried.

--Carried

#### Transportation Engineering, Total O And M, Agreed

Transportation engineering, total O and M, \$2,661,000. Agreed?

**SOME HON. MEMBERS:** Agreed.

--Agreed

#### Marine Services, Total O And M

**CHAIRMAN (Mr. Zoe):** Marine services, total O and M, \$4,335,000. The Member for Hay River.

**MR. POLLARD:** Mr. Chairman, I wonder if the Minister could give us an update on switching over from marine services, the ferry at Fort Providence, to the ice road this year. The new equipment they purchased in previous years -- I would like to know if it is working out for them, sir. Thank you.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. This is the second year that we have used our new ice bridge technology to build the Fort Providence ice bridge. Operations began on November 24th. The crossing opened to full transport loads a week earlier than in 1989 and four weeks earlier than in 1988. For the second year in a row the department was able to remove the ferry from service earlier than usual. We are about five weeks earlier than normal to open up the ice road.

**CHAIRMAN (Mr. Zoe):** Thank you. Member for Hay River.

**MR. POLLARD:** I realize there is a lot of progress that the department has made in that respect, Mr. Chairman. I wonder if the Minister can tell us if it is going to get any better than this. I know they have picked up four weeks but as they get better at it, will they pick up more time? I am just looking for optimum usage. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you. If all conditions are right and things go well, we would hope to perhaps increase that by six or seven weeks.

**CHAIRMAN (Mr. Zoe):** Thank you. Marine services. The Member for Nahendeh.

**MR. SIBBESTON:** Mr. Chairman, I have one ferry in my constituency, the ferry on the Liard highway at Fort Simpson,

and the prospects of another ferry at Camsell Bend on the Wrigley highway. I just wanted to get some detail about the ferry at Camsell Bend. I know in the capital budget there is \$2.5 million for the construction of a new ferry at Liard River. I just wanted to find out from the department what their plans were in this regard.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you. If everything goes well, we hope to have the new ferry in service by 1994 at Fort Liard and we will take the Johnny Berens and move it down to Camsell Bend in 1993-94.

**CHAIRMAN (Mr. Zoe):** Mahsi cho. Marine services. The Member for Nahendeh.

**MR. SIBBESTON:** I was just a bit curious. I had thought that \$2.5 million this year would basically cover the construction of the ferry. I suppose the ferry could get constructed this summer and I thought it would be put into use the following summer, in the summer of 1992-93. The Minister is talking of a year later than that. Is that really what is proposed?

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. In terms of the actual construction, we hope to have the actual construction completed around the end of 1992, then 1993 would be a warranty year, and by 1994 it would be in service at Camsell.

**CHAIRMAN (Mr. Zoe):** Thank you. Marine services. The honourable Member for Hay River.

**MR. POLLARD:** I realize it is under capital, Mr. Chairman, but while we are talking about this ferry, am I given to understand that construction is going to take place this year and next year? Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** I never heard the Member's question but I think he was asking me if construction was going to take place this year, 1991-92, and if he did, yes.

**CHAIRMAN (Mr. Zoe):** Thank you. Member for Hay River.

**MR. POLLARD:** Thank you, Mr. Chairman. As the Minister knows, there is a shipyard in Hay River that has not built anything for a long, long time mainly because there are not many vessels being built in the Northwest Territories. I wonder if the Minister is giving consideration to having this vessel, where it is possible, built in the Northwest Territories? Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. A lot will depend on the actual tender. We are going out to public tender and I presume or assume that one or more parties from that area may bid on using the Hay River facility. We will be applying our preference policy to that tender. So we will just keep our fingers crossed and see how sharp our northern operators' pencils are.

#### Marine Services, Total O And M, Agreed

**CHAIRMAN (Mr. Zoe):** Thank you. Marine services, total O and M, \$4,335,000. Agreed?

**SOME HON. MEMBERS:** Agreed.

--Agreed

#### Highway Operations, Total O And M

**CHAIRMAN (Mr. Zoe):** Highway operations. Member for Hay River.

#### Motion To Recommend That Departments Agree On Strategic Response To Hazardous Material Spills, Carried

**MR. POLLARD:** On behalf of the standing committee on finance, Mr. Chairman. I would move the following recommendation: "The committee recommends that the relevant departments and agencies under the lead of the Department of Transportation agree on a strategic response to hazardous material spills and provide the necessary vehicles and equipment to the appropriate lead agency or municipality." Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** Thank you. Your motion is in order. To the motion. Mr. Pollard.

**MR. POLLARD:** Thank you, Mr. Chairman. There seems to be, as we have said in here before, a lack of focus when it comes to who is responsible for hazardous material spills. The RCMP are involved, as are Transportation, Renewable Resources, and sometimes MACA; municipalities are involved in emergency measures organizations; and we are merely suggesting, by way of a recommendation to this committee, that the Department of Transportation be the lead agency in co-ordinating the response and that also the necessary vehicles and equipment to the appropriate lead agencies or municipality be supplied. It may differ with the area of the highway, Mr. Chairman. But we would like Transportation to take the lead role. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** Thank you. To the motion. The Member for Nahendeh.

**MR. SIBBESTON:** Mr. Chairman, I just wanted to say something about the winter roads that our government has been involved in...

**CHAIRMAN (Mr. Zoe):** Mr. Sibbeston, I have a motion on the floor. You have to speak to the motion. To the motion.

**AN HON. MEMBER:** Question.

**CHAIRMAN (Mr. Zoe):** Question has been called. The Chair does not recognize a quorum. Mr. Clerk, can you ring the bells? The Chair recognizes a quorum now. Thank you, Mr. Wray. Question has been called. All those in favour? All those opposed? The motion is carried.

---Carried

Highway operations. Member for Nahendeh.

#### Construction Of Winter Roads

**MR. SIBBESTON:** Mr. Chairman, I just wanted to make some comments on the winter road network or system that our government has been involved in for the past number of years. Every winter in my constituency winter roads get constructed to Trout Lake, Nahanni Butte and Jean Marie River. I wanted to say that the people in the communities really do appreciate getting these winter roads because it is a cheap way to get in and out so people have access to the Mackenzie highway network. It is a cheap way to get in foods and materials which otherwise would not be so readily transported to those communities. I just wanted to say, and state very clearly that the people in these small communities really do appreciate getting these winter roads.

I think what happens as people get these winter roads, over time people kind of expect it and get used to it and through time want the government to improve these winter roads. That is the case in Trout Lake. I had occasion to drive on the winter road to Trout Lake this winter and while the road was excellent, it took me three and one half hours from the Mackenzie highway to drive into Trout Lake. The local people were saying that they would like some corners cut out because there are so many corners on the winter road. While they appreciate getting out and there are no complaints about the state of the winter road, they wondered if some of the corners could be cut out. It involves the Department of Transport putting in some money and paying the contractors to straighten out some of the corners. So I am just wondering, is that something that the Department of Transport is going to be doing on an annual basis, where it perhaps improves the winter roads every winter so that eventually you will get a winter road which is quite straight and an improvement over what it is?

**CHAIRMAN (Mr. Ningark):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you. Not that I knew what the Member was going to do but I just signed a letter this morning to the Member informing him that we were going to undertake immediate improvements to that road into Trout Lake by doing exactly some of what he suggested. He should be getting that letter in the mail.

**CHAIRMAN (Mr. Ningark):** Thank you, Mr. Minister. Mr. Sibbeston.

#### Ice Bridge Crossings

**MR. SIBBESTON:** Thank you. Also, too, I think the ice crossings on these roads come under this heading. Again, I think the department has done pretty well in making it possible for local people to get the contract to build the ice bridges. That was the case in Nahanni Butte just this past fall.

On the road to Wrigley the people in Wrigley were concerned this winter, in December, that the ice crossing at Camsell Bend perhaps could have been built a couple of weeks in advance. In the case of the Mackenzie River crossing at Providence it is expected that there would be emphasis on that because it is a main highway and there is a lot of traffic. But in the case of Nahanni Butte it seemed as if these little communities were able to get a winter road and ice crossing earlier in the winter even though it is further south and a little warmer than Wrigley. So the people of Wrigley were hoping that there could be a little more emphasis on getting the ice crossing at Camsell Bend opened up a couple of weeks earlier than what it has been. So it is a matter that I had written and spoken to the Minister about so I am just wondering if he could say something about that so the people in Wrigley can expect that from now on that their ice crossing is not left till the last and that there can be some emphasis and some hurry up as far as getting their ice crossing built so that they can come to town and move on that road.

**CHAIRMAN (Mr. Ningark):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you. I hate to raise expectations, particularly on something like an ice road where you are to some extent dependent on the weather. All I can say to the Member is that we have heard his concerns, we are reviewing our method of operation and I am hopeful that we will be able to improve our service next year.

**CHAIRMAN (Mr. Ningark):** Thank you. Member for Rae-Lac la Martre.

### Community Qualifications For Winter Road

**MR. ZOE:** Thank you, Mr. Chairman. I have asked my colleagues around me, what qualifies you for a winter road? How does one determine how that community acquires a winter road? What criteria is used?

**CHAIRMAN (Mr. Ningark):** Mr. Minister.

**HON. GORDON WRAY:** It is principally on cost benefit analysis and winter re-supply; those are what drives it.

**CHAIRMAN (Mr. Ningark):** Thank you, Mr. Minister. The Member for Rae-Lac la Martre.

**MR. ZOE:** Mr. Chairman, I wonder if the department is aware of a number of items that have to go into the isolated community of Snare Lake. Government Services is planning to build bulk storage tanks, fuel tanks; and Housing is also, on a yearly basis, bringing HAP units in. Also there is the construction of the community centre and municipal infrastructure and so forth. I wonder if the Department of Transportation has been co-ordinating with other departments. I know the community of Snare Lake has suggested to the department that -- I think the winter road is warranted now for that particular community. Can I get a response from the government in that regard?

**CHAIRMAN (Mr. Ningark):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you. It should be understood that there are some winter roads that we inherited from the federal government. In other words, the money was already in the federal budget and so we inherited those winter roads. Snare Lake, we co-ordinated a winter road there in 1989-90 because we had a fair amount of goods to go in. Neptune was building and maintaining the road, but this year they did not do it because of financial problems, and we have not been notified by anybody that there is a requirement for a winter road. The Power Corporation tell us that they are going to resupply by air, and so we have not been notified or asked by any government department to open a winter road for resupply purposes. We do not have a budget for a winter road to Snare Lake, but if there was a significant movement of goods into Snare Lake then I am sure, as we did in 1989-90, that we would open a road. To this extent we are like a service department. We respond merely to the requests of other government departments.

**CHAIRMAN (Mr. Ningark):** Thank you. Member for Rae-Lac la Martre.

### Department Of Government Services Responsible For Freight Movement

**MR. ZOE:** Thank you, Mr. Chairman. It seems to me that the Department of Transportation is not consulting with the other departments such as Government Services, the Housing Corporation, the Power Corporation, Municipal and Community Affairs and everybody else that is affected. Since your department is in charge of winter roads, I think the initiative should be taken by you guys to see if a winter road is warranted, rather than waiting for another department to ask you if you are going to build a winter road or not. Someone should at least co-ordinate it and I am suggesting that it should be the Department of Transportation.

**CHAIRMAN (Mr. Ningark):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. That is not how it works with the government. The Department of Government Services is responsible for co-ordinating all freight movement of government goods, not the Department of

Transportation, just as the Eastern Arctic sealift is not part of the Department of Transportation's mandate; it is the Department of Government Services'. They are the ones responsible for co-ordinating all freight for government. It is not our responsibility and never has been.

**CHAIRMAN (Mr. Ningark):** Thank you. Member for Rae-Lac la Martre.

**MR. ZOE:** Thank you, Mr. Chairman. If that is the case, maybe I can ask my good Minister of Transportation if he can convey exactly what he told me to the honourable Minister, Tom Butters, if he is listening, regarding the co-ordination of goods into various communities. If that is the case, then when the budget of Government Services is up I will be questioning him too. If you can convey that in writing to your good friend, Mr. Minister, I would appreciate it.

**CHAIRMAN (Mr. Ningark):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** I will inform the Minister of Government Services that the Member for Rae-Lac la Martre is interested in the movement of goods into Snare Lake.

**CHAIRMAN (Mr. Ningark):** Thank you. Member for Baffin Central.

**MR. KILABUK:** (Translation) Thank you, Mr. Chairman. I have some comments on this activity. We do not have anything to do with roads too much in the Eastern Arctic. I would like the Minister to know that with regard to the budget for winter roads one of my communities, Clyde River, stated recently that in the springtime when it starts to melt along the shore they do not have any roads and they have to transport their equipment along the low tide area.

They also have to transport tourists through this area and they have to use their three-wheelers when they are transporting their hunting equipment to the point and back to the community from the coast. I would like to perhaps get a road improvement program within Clyde River. Perhaps the community could get some funding to get a winter road from the shore to the community.

If Clyde River could get a little bit of funding to get a road, it would be sort of a one time project for that community. It would be very good for that community, and if that could be done perhaps the Department of Municipal and Community Affairs and your department, and the hamlet of Clyde River, could consult each other to find out exactly what their needs are. They have had problems for a number of years now, but it has just been recently that they have told me about their problems and the destroying of Hondas and skidoos because of no access.

Mr. Minister, you like to assist the people in the Eastern Arctic and I am sure you support the hunters. I wonder whether you would be able to assist the needs of Clyde River. Perhaps, Mr. Minister, you can consider what I have said. As I said, it would be a one time project and I would be very interested to see if that could be done, and it would help the community quite a bit. This is coming from me as representing the people of Clyde River and I would like to know if it could be considered by your department. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. I would have to see where the road is. From the description the Member has given, I would say that it is probably the responsibility of the Department of Municipal and Community Affairs. We have no funding, nor responsibility, for any roads within municipal boundaries. All the money I have in here is

for outside of municipal boundaries. It is not to say that we will not take a look at it, but perhaps later the Member can give us a better idea of what it is we are talking about, then perhaps MACA could take a look at it. I do not know enough to really comment any more right now.

**CHAIRMAN (Mr. Gargan):** Thank you, Mr. Wray. Mr. Kilabuk.

**MR. KILABUK:** (Translation) Thank you, Mr. Minister, for your response. I am not really sure if this is within the municipal boundaries or not. I think the municipal boundary is within a 15 mile radius, so I am not really sure. Perhaps when the Minister of MACA is at the witness table I will ask him the same question. Thank you.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Minister, do you have any comments on that? Mr. Lewis.

#### Policy Development Of Boards

**MR. LEWIS:** This is just a simple one, Mr. Chairman. When we were examining the objectives of this department we found that one of their objectives was to integrate the Highway Transport Board into departmental operations, but usually regulatory agencies are kept separate for the particular reason that you want to have a degree of objectivity. Maybe the Minister could explain to us why they have to put the Highway Transport Board closer to the operations of the department. Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. Up until now the PUB, Public Utilities Board, and HTB, Highway Transport Board, have shared staff. With the increasing of responsibility to the PUB, it is becoming more difficult; so we are moving the Highway Transport Board operations over to the department so that we can provide better administrative and policy support to the board. The board will still stay independent as it always has done. We need to provide them with more policy than administrative support.

**CHAIRMAN (Mr. Gargan):** Mr. Lewis.

**MR. LEWIS:** That is very interesting. I need even more information, then. If the objective is to put the Highway Transport Board into an integrated department, then I would want to know what kind of policy we are talking about. Presumably the Highway Transport Board would have its own policies, so what advantage would you have in having a Highway Transport Board within the department, when surely the objectives should be that the department has its own government policies to enforce? Governments have policies and not departments; it is the policy of the government. I would assume that the Highway Transport Board would want to have its own policies for the way it operates, and so on. Maybe he could explain to me what he means by policy. What kind of policies are we talking about?

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. The board is only responsible for administering the act. As Minister I am responsible for all policy development and that would be retained within the department. The board has never been responsible for policy development but only for administering the act. The kinds of policies that we are talking about would be safety regulations as it relates to the trucking industry. That is one that falls under my mandate. The board would be responsible for administering parts of those regulations.

**CHAIRMAN (Mr. Gargan):** The Highway Transport Board will

be the next item that we will be dealing with after Transportation. Mr. Lewis.

**MR. LEWIS:** Mr. Chairman, I will wait until we deal with that.

**CHAIRMAN (Mr. Gargan):** Thank you, Mr. Lewis. Highway operations, total O and M. Mr. Pollard.

**MR. POLLARD:** I would just like to congratulate the Minister and his department on the state of the highway from Hay River through Enterprise and on into Alberta, Mr. Chairman. I have had nothing but good things said to me, whether you are from Fort Smith, Providence or Yellowknife, that once you get to Enterprise and get on the blacktop it is really nice, winter or summer. Just congratulations to the Minister and his department on that.

#### Highway Operations, Total O And M, Agreed

**CHAIRMAN (Mr. Gargan):** This meets with your approval then, Mr. Pollard? Highway operations, total O and M, \$18,808,000. Agreed?

**SOME HON. MEMBERS:** Agreed.

---Agreed

#### Arctic Airports, Total O And M

**CHAIRMAN (Mr. Gargan):** Arctic airports, total O and M. Mr. Ningark.

**MR. NINGARK:** Thank you, Mr. Chairman. Mr. Minister, about 23 years ago Pelly Bay constructed its own airstrip with the help of government funding. It is my understanding that the government has a plan to upgrade the existing runways up to the MOT regulations and specifications. I wonder if Pelly Bay's runway is on the plan. Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** I do not have that information readily available because it is all part of the airport transfer negotiations. The tentative plans would see some planning work around 1992 with major construction around 1994, but that is what we are taking out of the federal documents and that may change when they transfer. But it looks like the plans are to do something over the next two to three years.

**CHAIRMAN (Mr. Gargan):** Thank you, Mr. Minister. Arctic airports, total O and M. Mr. Zoe.

#### Funding For Airport At Rae-Edzo

**MR. ZOE:** Thank you, Mr. Chairman. With regard to Arctic airports could the Minister tell me if the community of Rae-Edzo is on their capital plan? I recall one time it was part of the proposed list that we have tried to negotiate with the federal government. Is it still on the government's capital plan?

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. No it is not. Rae-Edzo is one of the communities that the federal government refused to fund and turn over any money for. The Member will recall I think there were 10 airports on the list; we only received funding for seven of them and Rae-Edzo was not one of them.

**CHAIRMAN (Mr. Gargan):** Thank you, Mr. Minister. Mr. Zoe.

**MR. ZOE:** Thank you, Mr. Chairman. I guess those three



communities that were on the list are going to be out of luck because communities with existing airports and the new ones or the ones that are being reconstructed up to standards, what happens to those others who do not have any airports at all and have been requesting airports? We are going to be devolving the Arctic airports program soon, maybe within a month or two as you indicated, and what is going to happen to these communities that are strongly requesting for these facilities?

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. I guess their only hope is to be able to come back through this House and lobby for their needs to be put ahead of the other communities; that is going to be the only hope, or to lobby the federal government to see if the federal government would be willing to provide one-time funding. But I really cannot offer any hope right now. It is a few years down the road, at the very least.

**CHAIRMAN (Mr. Gargan):** Thank you. Arctic airports. Mr. Zoe.

**MR. ZOE:** Mr. Chairman, I wonder if the Minister would consult his colleague, the Minister of Economic Development, to see how they could accommodate the problem that we are encountering here. It is going to fit into your transportation strategy and your economic development strategy to create, not only work, but we are going to have a facility in the future. I wonder if he consulted his good buddy from Economic Development.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. The Minister of Transportation has consulted with the Minister of Economic Development, who has consulted with the MLAs from the Keewatin, and the road into the Keewatin would provide a lot more jobs than an airport in Rae-Edzo.

---Laughter

**CHAIRMAN (Mr. Gargan):** Mr. Zoe.

**MR. ZOE:** But on a serious note, Mr. Chairman, I wonder if the Minister would take this seriously and see what could be done for those communities that do not have airports at all. If we are not going to get funded by the feds, and assuming that we do not have any money ourselves, we have got to find a way to try and resolve the problem that we have and try and construct a facility. That is why I suggested that he talk with Economic Development and Tourism Minister and also maybe MACA and so forth. We have got to find a way to resolve this whole question.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. On a serious note, I would like to be more positive with the Member but he said it himself; there is no federal money, there is no territorial money. I really do not know where the money would come from. Whatever little money we have in the territorial government, as the Member knows, we are trying to address desperately the communities in really bad shape like Rae Lakes, Snowdrift, Paulatuk, Lac la Martre. It is going to take five years to do that work alone with the money that we have from the feds. So to say that I could find money for a community like Rae-Edzo or Providence, which are on a highway system, they really do not get in on the priority list when it comes to airports. There are other communities that just have greater need and greater priority. I just cannot offer that much hope, unless perhaps a group of people in Rae, maybe the airline there or the band or the band corporation,

maybe try to do it through the CAEDS, Canadian Aboriginal Economic Development Strategy, program and went to the federal government and tried to fund it through CAEDS and say, "Look, you know if we build this there will be economic opportunities for our businesses", maybe they will be able to persuade the federal government that way. That may be a way. But unless there is new money that comes in that I do not know of, I really do not know where we could find the money.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Zoe, Arctic airports.

**MR. ZOE:** That is why I suggested to the Minister that he talk to the Minister of Economic Development and Tourism to see how we can eventually create a new facility. It could be done over a number of years. Maybe the first phase could be clearing the area, brush cutting of some sort. Maybe the second year could be some make-work project for Arctic College students with heavy equipment or some sort of thing. Maybe the following year it could be -- I do not know -- that is why I am suggesting that maybe he could talk with Economic Development to see how they can try and resolve this problem and try and make an airport. It does not necessarily have to be built in one year, it could be done over three or even four years, as long as the end result is that we have an airport.

If we had a lot of money in the STEP program then I would have suggested to the community to apply for a make-work project for brush clearing that whole area. MOT already has a plan for Rae and it is all surveyed out and that area has been designated by the municipality. It is ready to go. All the planning was done years ago, if he can work with his other colleague to see what could be done in this area.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Minister.

#### Funding By Other Means

**HON. GORDON WRAY:** There are things like the STEP program. All I would say is that presently in that area we are spending a lot of money paving the access road into Rae, we are looking at ultimately paving the main highway. There is major work going on in the airports in that area, Rae Lakes, Lac la Martre, Snare Lake. There are winter roads in there. When it comes to transportation that area is probably as well served as any, if not better than most. So it would be very difficult to justify spending any territorial dollars. I would also suspect that if you look at an airstrip in Rae-Edzo to service the three smaller communities, then quite frankly, you then have to look at the feasibility of whether you should continue building winter roads.

So it is not just an airstrip in isolation; there is a whole integrated transportation network in that area that has to be looked at. When I have very few dollars to begin with and I have to stretch them out for areas that have no alternate means of transportation whatsoever, all I am saying to the Member is that I cannot justify spending any money on an airport at this point in time for Rae-Edzo; not to say that somebody else could not, like the federal government or even the community might want to start doing work on its own and looking at getting money through STEP or looking at applying to CAEDS and other ways. Those options are there. But it would be wrong for me to hold out any hope for the Member.

**CHAIRMAN (Mr. Gargan):** Thank you. Arctic airports. Mr. Zoe.

**MR. ZOE:** I realize there is no money in the capital for an airport for Rae-Edzo, but the suggestion I am making to the Minister, I just hope that the department does not rule out the

possibility of acquiring an airport for that community. All I am suggesting to the department is to try to find a way if they could possibly -- you have a whole year, all of next year to do that, try to work and figure things out. That is why I am suggesting that you consult with Economic Development and maybe the airport section people can come up with an idea as to how to accomplish our goal to build this facility. We can do it in phases. It does not have to be done over one or two years. It could be done over three or four years. That is all the suggestion that I am making; just do not rule it out. Be creative and try to think positive.

**CHAIRMAN (Mr. Gargan):** Thank you. Arctic airports, total O and M. Mr. Ernerk.

**MR. ERNERK:** Thank you, Mr. Chairperson. First I would like to ask the Minister, I understand from your opening remarks that the airstrip in Chesterfield Inlet is going to be extended; by how much? Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. I am advised an additional 500 feet to bring it up to 3500.

**CHAIRMAN (Mr. Gargan):** Thank you. Arctic airports. Mr. Ernerk.

**MR. ERNERK:** Thank you, Mr. Chairman. It takes Hawker-Siddeleys now. Will that be able to accommodate larger aircraft? Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. The Hawker-Siddeley can only fly in there with limited loads right now. The 3500 feet will allow full loads by the Hawker-Siddeley.

#### Backup Generators For Airports

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Ernerk.

**MR. ERNERK:** Thank you, Mr. Chairman. I thank the Minister for that answer. I want to talk about an important situation, an important item, especially within the Nunavut communities where the storm often comes up and the visibility is often almost zero. I know that I mentioned this to the Minister during the fall session of the Legislative Assembly and it has to do with the backup generators. I am wondering, Mr. Chairman, if the government has been able to come up with a solution so that some of the airports in Nunavut can be equipped with backup generators. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Some of the airports already are, they were mostly all the MOT airports like Hall Beach, Nanisivik, Iqaluit, Baker Lake -- I am not too sure about Coral Harbour or Rankin Inlet. Other than those, we do not have any plans to put backup generators at the airports. As I replied to Mr. Arlooktoo earlier, the cost is about \$35,000 to provide a backup generator system. Given that when you really look at it, the power outages are not that great any more, it is a lot of money to spend for maybe just the two or three times a year when the power might be out. It would be several hundreds of thousands of dollars if we were to do all the airports. We do have backup at most of the major airports.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Ernerk.

#### Weather Observer Service Not Reliable

**MR. ERNERK:** Thank you, Mr. Chairman. I understand what the Minister is saying, but I know, and he knows, that it is an important one, I want to make that point. The other item which I would like to touch upon is the issue of weather observers in the communities. I believe it was in November when I went to my home town of Repulse Bay from Rankin Inlet and I noticed at the airport that there was no weather observer, and there had not been a weather observer for a number of days at that point. The problem is that when somebody is out, there is no one to take his or her place. I wonder if the Minister could indicate to me, because this is a very important part of operating airports in the NWT -- for that matter in Canada as well as anywhere else in the world -- if there are some extra personnel or backup staff at the regional level who could take over if someone happens to be out on vacation, which was the case in Repulse Bay last November. I would think that the Department of Transportation would consider that to be an important aspect of their operation as well in the NWT. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. As the Member knows from my various statements in this House this is a federal program and I really am very unhappy with the level of service they provide. It has become a serious problem. In this budget I am asking for \$400,000 to put into this program, even though it is a federal program, and I want to use the \$400,000 to get a matching contribution from the federal government for the same amount, and with that money we can increase the level of service at the airports to seven days a week at an average of nine hours a day, and provide backup as well as training of what we would call a regional float person.

In other words, there would be someone in the region who would be trained and they could go from community to community, depending on sickness or vacation or whatever. If I can get that matching \$400,000 from the federal government then I will be able to do that. I met with the Minister of Transport in Ottawa in January and I expressed the government's unhappiness with the program, and he had committed to advise me by the end of February. I do not know if he is still on that timetable, but I do hope to know within a very short time whether or not he has accepted my proposal.

**CHAIRMAN (Mr. Gargan):** Thank you, Mr. Minister. Arctic airports, Mr. Ernerk.

**MR. ERNERK:** Thank you for that answer. (Translation) I would also like to ask the Minister, when you are preparing the communities to become municipalities, for the benefit of the Naujaat people, I was wondering if they are working with the people within the communities.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** I wonder if I could ask the Member to repeat his question, please.

**CHAIRMAN (Mr. Gargan):** Mr. Ernerk.

**MR. ERNERK:** I want to ask the Minister of Transportation if they co-ordinated their planning with regard to say, for instance, town planning, as they relate to the establishment of airports in the NWT.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Yes, very much so, Mr. Chairman.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Ernerk.

#### **Runway In Repulse Bay Too Close To Settlement**

**MR. ERNERK:** (Translation) Thank you. The Ministers know in the community of Repulse Bay -- the person who is sitting across from me knows for sure, and the Government Leader knows for a fact, they were both in Repulse Bay -- that the gravel supply in Repulse Bay is a very big problem now. The gravel from near the settlement is almost all gone now. This winter when I was in Repulse Bay I thought there were people with contracts with GNWT who were going to be crushing gravel for Repulse Bay.

I would like to emphasize to the Minister that the runway is very close to the settlement of Repulse Bay. It is very, very close to the houses. The people in Repulse Bay thought if there was a runway to be built about two or three miles away from the settlement, on higher ground that would be good. Right now if the runway was to be phased out I am sure it would be developed for houses. They do not require any roads right now but if there was to be a new airstrip built near Repulse Bay on higher ground, I am sure it would be better for the Inuit, economically. People can start having their own taxi business.

I want to ask the Minister, we have to look to the future toward transportation, are they prepared for this issue right now? Are they going to be prepared to build a new runway just north of Repulse Bay? This is my first question. Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** At the present time there are no plans to construct a new runway in Repulse Bay. One of the reasons we wanted to take this program over was partially because of the problems the Member is talking about and that was the co-ordination of things like airports with town planning. We have serious situations in Lac la Martre, in Pelly Bay, in Pangnirtung, just to name four communities where town planning and airport planning conflict. We as yet, do not know what the answer is in Repulse Bay, whether it is a new runway or some other kind of option. But the short answer is that no, there are no funds identified, nor are there plans for a new runway in Repulse Bay at this time.

**CHAIRMAN (Mr. Gargan):** Thank you. Arctic airports. Mr. Ernerk.

#### **Lack Of Gravel For Transportation Purposes**

**MR. ERNERK:** Thank you, Mr. Chairperson. I would like to give you notice now that in just a matter of years, Repulse Bay will require a new airstrip. I am not trying to indicate to the rest of the NWT, "Me too, please; me too, please." I well understand the situation that you are put into with regard to shortage of airports and airstrips all across the NWT.

I have a partial solution to the problem, especially with regard to lack of gravel in Repulse Bay, as it relates to transportation. Having lived for the first 16, 17 years of my life in Repulse Bay, and continually talking to the people of Repulse Bay, I have a fairly good idea what the entire area of Repulse Bay looks like.

Firstly, in my opinion, Repulse Bay is in the wrong place. When the missionaries came in and the Hudson's Bay Company, they missed a really good place to build a community, which is a place that is called Niaqngvut in Inuktitut. Almost the same as that in Iqaluit. In English it is called North Pole River. It is about 10 to 15 miles west of the community and I am aware that there is lots and lots of gravel within that particular area. Many people who have been to

Repulse Bay will have been impressed with the fishing as well as Doctor John Rae's old stone house. It is sort of an historical spot in that particular area.

What the government could take a look at within the transportation strategy or Transportation budget sometime a year or two down the road, is building a winter road from North Pole River and collecting some gravel from North Pole River area and bring it back to the hamlet of Repulse Bay. How difficult would that be to undertake? Thank you.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you. I have to go on materials that my colleague, the Minister of Public Works, has just supplied me with in terms of the gravel situation. Apparently they say that there are deposits of gravel about 10 kilometres away, however, they must be blasted to be excavating quantity and they also require crushing. There is no equipment in the community which would be able to do that. I guess there is a short-term solution here and a long-term solution. I hear the Member. We know that we are developing a serious problem in Repulse Bay and we are now looking at our options for a few years down the road.

One of those options could very well be through the community access program which is a road out to some of those gravel deposits. It would also take into account some of the tourism aspects, so that is one of the long-term options. In the short-term, I am advised that DPW will call tenders in 1991-92 to quarry rock by blasting and they will mobilize a screener to be sent into Repulse Bay next summer to produce select grades of material as and when required. There are two plans to work on here, a short-term one, blast rock and screen it and that will produce some gravel for the time being. In the meantime we have to look at the long-term option. We are aware of the problems and just because there is no money in the budget right now it does not mean that there cannot be later on. We do know that we are developing a serious problem in Repulse Bay.

**CHAIRMAN (Mr. Gargan):** Thank you. Arctic airports. Mr. Ernerk.

**MR. ERNERK:** Thank you, Mr. Chairperson. I also want to indicate to the Minister of Transportation, through you, the idea of building a summer gravel road from the North Pole River back to the community. There is also a lot of benefits to this, in my opinion. Firstly, to the people of Repulse Bay and secondly, because as I indicated earlier, it is an historical spot that many of the tourists would prefer travelling on the land from the community to the North Pole River. It would have a lot of economic benefits for the benefit of the people of Repulse Bay in terms of tourists and many other people who might wish to come to the community. Mr. Chairperson, I thank the Minister for listening and thank you for the opportunity.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you. When I was talking about one of the long-term options as a road to the gravel pits I was thinking of a summer road, not a winter road, simply because hauling gravel in the winter in our area is a very difficult, if not impossible, job sometimes. I think the real option would be for a summer road. We will keep the Member informed as we develop the options and plans.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Arlooktoo, Arctic airports.

**MR. ARLOOKTOO:** (Translation) Thank you, Mr. Chairman. I talked about our airport situation in Lake Harbour,

concerning our lights. I have been talking about our airport lighting system and they should be extended. This is mainly what I was trying to talk about. I did not talk about anything outside of the lighting facilities. I was talking specifically about extending the lighting systems toward the hillside. Perhaps installing two more would be appropriate. I think if you could have some additional lights installed -- I just wanted to make that clear to you. I think we should have the lights expanded. I think you understand. Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** (Translation) Yes, I understand. (Translation ends) I will take a look at it.

**CHAIRMAN (Mr. Gargan):** Mr. Arlooktoo.

#### Relocation Of Runway

**MR. ARLOOKTOO:** (Translation) Thank you, Mr. Chairman. Our airports are not properly facilitated in many of the communities. The location of our airport is in a pretty bad spot also. It was set up according to the base of the trading posts. There was a lot of trading going on in that area and they happened to locate the runway based on that main location. But there are some good areas that are flat, about five or six miles away from the community and it would have been a better spot to build a runway there. However, there was a possibility of building a new runway to the east behind Lake Harbour. I think you are aware of the location that I am talking about. How far in the planning stages has this come as far as the government goes? Has it been set aside or is it still within the plans for the future? If there are plans being intended there will also be the business of crushing gravel and locating gravel pits for the building of this airport runway. It is a very appealing idea. I am curious to find out how much the government has considered into making plans for the relocation of the new runway? Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. I have the diagram now on what the Member was referring to, and the lights. We should be able to accommodate that now that I understand what he was referring to.

With regard to the new airport, or the airport relocation, as you know a number of studies have been done. There were six sites looked at, including the existing airport. The community preference was for an expansion at what they are calling the old RCMP site, across the bay from the community, or in an area down below the tank farm. The consultant has said that of the six potential sites the only one that is judged suitable for the development is a site on a ridge west of Water Lake. I do not know if the Member is aware of that site. It is west of what they call Water Lake and it is about 2.7 kilometres from the community. The cost is approximately, in 1991 dollars, \$8.5 million. That is where we are at today. We have identified the probable site and the probable cost and we have not gone any further than that.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Arlooktoo.

**MR. ARLOOKTOO:** (Translation) Thank you, Mr. Chairman. I would like a definite answer to my question concerning your plans, especially if we are looking at \$8.5 million. Is this a concrete plan or is there a possibility that it might not come about? Is this a positive plan? Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. We have not gone any further than identifying the cost. At present it is not in our

plans or in our capital planning cycle. All we have done is to figure out how much it would cost. When we figured out the cost we really could not go any further because we just simply do not have that kind of money. So it is not in our plans to do anything at this time.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Arlooktoo.

**MR. ARLOOKTOO:** (Translation) Thank you, Mr. Chairman. I understand the answer, but we want you to know that something will have to be done for the future. This will have so much effect on the tourism potential and we will need a better runway that is safe for the users. I would like you to further consider the need for a new runway in Lake Harbour to ensure the safe transportation of tourists. Thank you.

**CHAIRMAN (Mr. Gargan):** Thank you. Arctic airports. Mr. Ningark.

**MR. NINGARK:** Thank you, Mr. Chairman. Mr. Minister, given the seriousness of commercial air travel, I wonder if your department has any plans to fund the weekend operation within the communities that have weekend scheduled flights; for example, Pelly Bay. Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. In my opening remarks and in response to a question that was asked of me by the Member for Aivilik, I stated that I have \$400,000 in here. If the federal government agrees to match that \$400,000 with \$400,000 of their money, I will be able to offer at least 16 of the 23 communities, nine hours a day, seven days a week, CARS, Community Airport Radio Station. But that is dependent on the federal government matching the funds that I am putting in here.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Kilabuk.

#### Responsibility For Airport Operations

**MR. KILABUK:** (Translation) Thank you, Mr. Chairman. I will make my question brief. When will you be able to take care of Arctic airports once it becomes the responsibility of the Department of Transportation? When do you actually become responsible for the operation of airports? Thank you.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** I really do not know. I was supposed to have been made responsible at least three times this year, but three times the date has come and gone. We have not signed the airports off. I am hoping by the end of March, now, I will become responsible, but that will not give us any more money. I will be in the bad position of not being able to blame the federal government any more. But I am hoping the end of March.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Kilabuk.

**MR. KILABUK:** (Translation) Thank you. I realize that there are some difficulties but we always want to expand in our communities. There is a lot of tourism happening and there are a lot of passengers travelling back and forth outside of our communities. My last question is, we have been told about the airports, that there has been a review done about using the shores, I wonder if it would be cheaper to start using the shores for aircraft? I wonder if this has been checked out at all?

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. This summer we will,

indeed, be doing that. We will be doing what is called a geotechnical drilling program on the flats to see what is under there. One of the long-term options we want to look at in Pangnirtung is whether, in the long run, it would be cheaper to build a new airport down on the flats as opposed to keeping the valuable land right in the community undeveloped because of the airport. So, this summer we are going to be doing some drilling on the flats to see what the soil conditions are like. That work is planned for this summer.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Kilabuk.

**MR. KILABUK:** (Translation) Thank you, Mr. Chairman. I understand the response but we are starting to expand in a certain direction. The residence area is growing and it is becoming an urgent matter that we have a runway that is relocated due to the fact that the residential area is really growing. Houses are being built and it might be dangerous if it remains there. Fortunately, no major accidents have ever occurred. I just want to remind you that the residential area is expanding and it is based on permafrost. I hope you consider all these factors when you make plans – during my lifetime, I hope. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you. That is the very reason why we are going to do some drilling work down on the shore on the flats. We want to see what is there, what kind of material we are dealing with, because we know that in the long term we have a very serious problem in Pangnirtung as well as in other communities. But first we have to find out what kind of material we are dealing with on the shore.

**CHAIRMAN (Mr. Gargan):** Thank you. Arctic airports. Mr. Ernerk.

**MR. ERNERK:** (Translation) Thank you, Mr. Chairman. I have a question for the Minister that I would like to ask. Personally, during this sitting, I enjoy using two languages and mixing them well, both in English and in Inuktitut. I enjoy using both those languages. I try to use both languages to make sure I am well understood. My comments will be brief to begin with.

In the communities, I, too, always talk about our airports. I talk with the elders in the communities and with many others at the airport terminals and inside the aircraft. I have noticed languages of the aboriginal peoples – the schedules, or the announcements, et cetera, is information that should be announced. I think it is very important that the safety information pamphlets in the Keewatin and in the NWT with NWT Air and First Air are made available in English and in French. Occasionally they are given by First Air in Inuktitut. I agree with that. But as far as NWT Air and Canadian Airlines are concerned, they are not using Inuktitut in the major airport terminals. My question to the Minister is a question that I have asked more than once in the past, with respect to airline regulations in the NWT, which he runs through the Department of Transportation, how much say do they have in the regulating of rules concerning airlines? I hope I can make myself clear.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

#### Rules Governing Airlines A Federal Responsibility

**HON. GORDON WRAY:** Thank you, Mr. Chairman. We have absolutely no control or involvement whatsoever. It is entirely a federal responsibility through what is called the National Transportation Agency.

After the last session I wrote to the chairman of that agency

making the case that in the North and other areas of Canada there were many people flying on aircraft who were not able to understand safety regulations or safety cards. I recently received a letter back from the chairman of the National Transportation Agency, Mr. Erik Nielsen, who essentially thanked us for raising the matter and my officials are meeting with his people in March to see if we can offer them some solutions as to how we could accomplish what we are trying to do. It has never been an issue that has been tackled before. As you know, in Canada the official line of the federal government is that this is a bilingual country and they are only required to provide service in English and French, and that has been the standard answer up until now. However, I think the letter has had some impact because they have asked to meet with us, so we are meeting with them in March and we will keep the House updated as meetings go along. This is not something that we have any say or control over whatsoever.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Ernerk.

**MR. ERNERK:** Thank you, Mr. Chairman. What you are saying to me is that you really have no authority whatsoever with regard to regulations within the airline industry in the Northwest Territories, none at all, right?

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Yes, Mr. Chairman, no provincial or territorial government has any authority. It is entirely a federal jurisdiction.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Ernerk.

**MR. ERNERK:** Thank you, Mr. Chairman. One reason I mention this, Mr. Chairman, is because many times I have heard about the lack of service from the airline industry that does operate within our region. Again, I have heard these complaints from many parts of the NWT, and to me airlines are there to provide a good service to the passengers. That is one of their objectives. However, the problem that I keep hearing from the communities is the lack of usage of the Inuktitut language.

I know that you are aware, Mr. Minister, of the complaints that I have received from practically every hamlet. Let me be very honest, many of the organizations that operate in the Keewatin Region such as the Keewatin Inuit Association and including the Chamber of Commerce, many people are well aware of the problems that exist with regard to the very poor service that we do get from Calm Air, which is a regional airline operator in the Keewatin Region. Anything from continuing to be late coming into a community, to the problem of freighting from the communities. Freight going to Repulse Bay from Rankin Inlet can take weeks. These kinds of problems are continuous at the regional level. Would you encourage people to write you letters of complaint, and do you have a certain amount of influence with the federal Minister of Transport, for him to be able to do something about these continual problems in the Keewatin Region? Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Yes, Mr. Chairman.

#### Arctic Airports, Total O and M, Agreed

**CHAIRMAN (Mr. Gargan):** Thank you. Arctic airports, total O and M, \$1,643,000. Agreed?

**SOME HON. MEMBERS:** Agreed.

--Agreed

#### Motor Vehicles, Total O And M

**CHAIRMAN (Mr. Gargan):** Motor vehicles, total O and M, \$1,815,000. Agreed?

**SOME HON. MEMBERS:** Agreed.

--Agreed

**CHAIRMAN (Mr. Gargan):** Mr. Ernerk.

**MR. ERNERK:** (Translation) Thank you, Mr. Chairman. The all-terrain vehicles with three or four wheels, are they not under motor vehicles?

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Yes, Mr. Chairman. I hate to say so, but they are.

**CHAIRMAN (Mr. Gargan):** Mr. Ernerk.

**MR. ERNERK:** (Translation) Thank you, Mr. Chairman. The three and four wheelers, the ATVs, ever since about three or four years ago I suppose you as a government did not think about it, but there are also some all-terrain vehicles with five wheels and perhaps you have not considered making any act with regard to the five wheeled all-terrain vehicles. There are also six wheeled all-terrain vehicles. I wonder why, when the GNWT made an act respecting all-terrain vehicles covering three or four wheelers, they did not make any act with regard to all-terrain vehicles with five and six wheels. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you, Mr. Chairman. They may very well be under our act. If we could take that question under advisement we could provide the Member with an answer. I am pretty sure, depending on definition, that they would fall under our act.

**CHAIRMAN (Mr. Gargan):** Thank you. Mr. Ernerk.

#### Effect Of Wearing Helmets

**MR. ERNERK:** (Translation) I would like to ask the Minister, ever since we were required to wear helmets because there were a lot of accidents and deaths occurring from not wearing helmets -- we have been wearing helmets when using our all-terrain vehicles for quite a number of years now. Has there been any indication that there are fewer accidents and fewer deaths because we are now required to wear helmets?

**CHAIRMAN (Mr. Gargan):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. Yes, there have been indications from various communities, nursing stations and the Department of Health that the numbers of injuries and deaths caused by accidents on all-terrain vehicles is down significantly.

**CHAIRMAN (Mr. Gargan):** Thank you. The Member for Aivilik.

**MR. ERNERK:** (Translation) Thank you, Mr. Chairman. Mr. Minister, I would like to thank you for the answer that you have just given me. I have my own thought in mind, because I know there are safety precautions for the people in communities that use all-terrain vehicles.

The last question I have is with regard to insurance. I think that my fellow Inuit Members understand what I am talking about. I will ask a question about insurance. Some people in my constituency or in the Inuit communities are required to be insured, or required to have insurance for their all-terrain vehicles. They find it very expensive to purchase insurance and it is very costly to purchase helmets. I am particularly concerned with the elders in my community that cannot afford helmets and insurance for their all-terrain vehicles, particularly the people who are on the old age pension, or people who live off social assistance.

Insurance costs a lot of money in all of the Northwest Territories, especially in the Eastern Arctic. It is very expensive to be covered with insurance. They are only covered for about five or six months at a time, not for the whole year. In the Keewatin Region our insurance brokers are in Manitoba. Because we are only covered up to five months, maybe the time to be insured should be extended. Thank you, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister, do you have any comments?

**HON. GORDON WRAY:** Thank you. The way I understand the insurance industry is that you can buy your insurance for a minimum of six months, but you can buy for one year. You can buy a 12 month insurance if you want. When I lived over there I did not bother buying insurance for the winter months because I was not going to use my bike. I just parked it.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Ernerk.

**MR. ERNERK:** Thank you, Mr. Chairperson. I wonder if the Minister could look into this insurance business and provide me with a clearer answer. As I said, I really think that we are placing many hardships for many of the people who use all-terrain vehicles only for a short period of time. Whether they are, in fact, designed for five to six months or for a full year, they charge different rates for different individuals. Thank you, very much.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** What I can do for the Member is I will get him a cost comparison of different rates and different times, from Yellowknife, Churchill and a couple of other locations, and then he will have something to compare.

**CHAIRMAN (Mr. Zoe):** Thank you. Motor vehicles. Mr. Gargan.

#### Complexity Of Drivers' Tests

**MR. GARGAN:** Thank you, Mr. Chairman. With regard to this whole business of drivers' tests. In most communities, as the Minister is well aware, we have basically three signs: speed limit, stop, and yield. Mr. Chairman, I have known people who are taking these tests over and over because they keep failing them because of all of these different requirements, such as double lines, solid lines, dotted lines, and dotted lines on both sides. You get into a lot of these jargons that really do not make sense for people in the communities. I think that is really an area which the Minister really has to take a good look at, because in my humble opinion it is ridiculous.

I do not think that people in Resolute Bay, for example, are going to ever see a time when they have double lane highways with all these nice lines on them. I would like to ask the Minister if he could take a look at that. The fourth one would be with regard to seat belts but those are the only four that make sense in the communities. Could I get a

comment from the Minister on that?

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister.

**HON. GORDON WRAY:** Thank you. I guess this is one of those times when living on the highway system is a disadvantage. In the off-highway communities, in the Inuit communities, or communities in the West not linked to the highway, we can and do issue a very simple licence, a restricted licence, and the test is a lot easier. It is based around the three signs.

The problem is that for any communities on the highway system we have to give you the test that everybody else gets simply because when you are on the highway system it means that at some point in time you are coming on the highway, so we have to give you the more complex test because the potential is that you are going to drive on the highway. This is one of those times when living on the highway system is a disadvantage. The other small communities, no, we agree.

We are also working to come up with a much simpler driving manual. We are co-operating with the Department of Education and we are going to develop a much simpler and easier to read driver's manual. Once we have completed that in English, we intend to translate the manual into all of the aboriginal languages in the Northwest Territories and distribute them right across the North. We are working on that. That is everything, I guess.

**CHAIRMAN (Mr. Zoe):** The fourth issue was seat belts.

#### **NWT Drivers Not Buckling Up**

**HON. GORDON WRAY:** On seat belts, I would like to say that we have been successful, but we have not been. Our indications are that only about 39 or 40 per cent of NWT drivers are buckling up, which means, quite frankly, that we have the highest fatality rate in Canada. In fact, we have twice the national average when it comes to fatal accidents in the North, mainly due to the fact that we have such a low usage of seat belts. It is not a statistic that we can be particularly proud of. The fatality rate in the Territories is 4.2 per 100,000 and it is 2.4 in the rest of Canada. We know that lack of seat belts is contributing somewhat to the fatality rate, not all of it, but it is contributing somewhat to it.

**CHAIRMAN (Mr. Zoe):** Thank you. Member for Deh Cho.

**MR. GARGAN:** Mr. Chairman, maybe just to get a clear picture, does that also include animal fatalities, or just human fatalities?

**CHAIRMAN (Mr. Zoe):** Mr. Minister.

**HON. GORDON WRAY:** Just humans, Mr. Gargan.

**CHAIRMAN (Mr. Zoe):** Thank you. Motor vehicles. Member for Pine Point.

#### **Licensing Vehicle Purchased In Province**

**MR. McLAUGHLIN:** Thank you, Mr. Chairman. I would just like to ask the Minister and his officials to outline for us what is now in place, since the Edmonton liaison office has closed, for people who end up having to buy a new vehicle there because theirs broke down, in order to get a licence for their vehicle, or students who are there. Where do they go to get a new licence? As well, trucking companies who want to get permits and information on the roads up here, is there any way they can do that in Edmonton now?

**CHAIRMAN (Mr. Zoe):** Mr. Minister.

**HON. GORDON WRAY:** Thank you. I will have Mr. Gerein answer that one.

**CHAIRMAN (Mr. Zoe):** Mr. Gerein.

**MR. GEREIN:** Thank you, Mr. Chairman. With respect to new purchases of motor vehicles, we are changing the Motor Vehicles Act which is being introduced into the House this session to allow for a 14 day transfer period from your old licence to your new vehicle. With respect to truckers and other out-of-province people who would desire the licence they need for the NWT, they have to do what they would have to do for any other province, and that is purchase it within the NWT jurisdiction. Thank you.

**CHAIRMAN (Mr. Zoe):** Thank you. Motor vehicles. Member for Yellowknife South.

**MR. WHITFORD:** We have only four minutes to go before the call of the day, but I do have a couple of things that I can probably bring up tomorrow as well in general comments. One that I will ask the Minister, through you, Mr. Chairman, I am excitedly waiting for the June deadline for the picture driver's licence. I was down to the office the other day and was informed that they are on their way. I feel that it will be an asset for the territorial motorists when they travel elsewhere and they can use it for other purposes besides a driver's licence.

I will make a few people annoyed, I guess, when I say that I notice that a lot of vehicles in this city have out-of-town plates, Saskatchewan, Alberta, Manitoba, that have been around for a long time. These vehicles are in town here for months and never change over to territorial plates. They are working here; they are living here; and they retain these other plates, these Alberta, Manitoba, Saskatchewan or British Columbia plates. There is a regulation that requires a changeover of plates within a short period of time and I am just wondering why this is not enforced more stringently, because there is a certain amount of revenue for the Northwest Territories' coffers from getting these licences and I think if people come up here with a certain amount of intention to stay here to live, then they should darn well get these plates. Are the regulations tough enough to require motorists that are from the provinces to change? I know when I went to Alberta, they did not take very long before they slapped a requirement on me to get my plates changed to Alberta plates. I am just wondering if ours could be tightened up a little bit, Mr. Chairman.

**CHAIRMAN (Mr. Zoe):** Thank you. Mr. Minister, any comments?

**HON. GORDON WRAY:** Thank you. The law requires that you have 90 days in which to change over your plates. I would say it is more of an enforcement problem than it is anything else. I know just before Christmas I heard on the radio one day that the RCMP said they were going to crack down on out-of-town licence plates and on seat belts, but I never see the crackdown. The law is 90 days, which is fairly standard across the country.

**CHAIRMAN (Mr. Zoe):** Thank you. The time being 6:30 p.m., the Chair will now rise and report progress. I would like to thank the Minister and his witnesses for appearing before our committee. We will be glad to entertain you again tomorrow. I will now rise and report progress.

#### **ITEM 19: REPORT OF COMMITTEE OF THE WHOLE**

**MR. SPEAKER:** I would like to call the House back to order. Item 19, report of committee of the whole. The honourable

Member for Rae-Lac la Martre.

**MR. ZOE:** Thank you, Mr. Speaker. Your committee has been considering Bills 7, 8, 9, 11, and CR 2-91(1) and wishes to report progress, with two motions being adopted.

**MR. SPEAKER:** You have heard the report of the chairman of committee of the whole. Are you agreed?

---Agreed

**MR. SPEAKER:** Item 20, third reading of bills. Item 21, Mr. Clerk, orders of the day.

**CLERK OF THE HOUSE (Mr. Hamilton):** Mr. Speaker, meetings for Tuesday, February 26, 1991: at 9:00 a.m. ajauqtit; at 10:00 a.m. caucus; at 12:00 noon a meeting of the Canadian Parliamentary Association executive.

#### ITEM 21: ORDERS OF THE DAY

Orders of the day for Tuesday, February 26th, 1991.

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 7; Committee Report 2-91(1); Bills 8, 9, and 11.
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 1:30 p.m., Tuesday, February 26, 1991.

---ADJOURNMENT



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