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Speaker: The Honourable Donald M. Stewart, M.L.A.

YELLOWKNIFE, NORTHWEST TERRITORIES

WEDNESDAY, MARCH 4, 1987

MEMBERS PRESENT

Mr. Angottitauruq, Mr. Appaqaq, Mr. Arlooktoo, Hon. Tom Butters, Hon. Michael Ballantyne, Ms Cournoyea, Hon. Tagak Curley, Mr. Erkloo, Mr. Gargan, Mrs. Lawrence, Mr. MacQuarrie, Mr. McCallum, Hon. Bruce McLaughlin, Mr. Paniloo, Hon. Dennis Patterson, Hon. Red Pedersen, Mr. Pudluk, Hon. Nick Sibbeston, Hon. Don Stewart, Mr. T'Seleie, Mr. Wah-Shee, Hon. Gordon Wray

ITEM 1: PRAYER

---Prayer

SPEAKER (Hon. Don Stewart): Point of order, Mr. MacQuarrie.

Point Of Order Regarding Motion 9-87(1)

MR. MacQUARRIE: My point of order, Mr. Speaker, when I look today in our book that contains motions, I refer to the one that is numbered Motion 9-87(1), introduced by the honourable Member for Aivilik yesterday. I have reason to believe, Mr. Speaker, that that motion is out of order and I would ask you so to rule on two grounds -- that it is irregular besides being vague.

The one point, Mr. Speaker, that I would like you to consider in making your determination is that it calls for a plebiscite to determine the public's position on the proposed boundary by the Western and Nunavut Constitutional Forums...

MR. SPEAKER: Mr. MacQuarrie, in all due respect, that motion does not come up until tomorrow. When it is read, the ruling with regard to the motion will be made in the usual manner. It is being looked at the same as all motions are and we will, I am quite sure, be looking at all aspects of both motions.

MR. MacQUARRIE: Point of order, Mr. Speaker.

MR. SPEAKER: Point of order, Mr. MacQuarrie.

MR. MacQUARRIE: By precedent, Mr. Speaker, I believe Members have had the opportunity to speak to a point of order before a ruling is made. What I am suggesting, Mr. Speaker, is that you enter the House tomorrow and make a ruling about the motion. There is no appeal from that so I would ask respectfully when I might present to you the kinds of concerns that I have with the motion, so that they will be taken into account before the motion is ruled in or out of order.

MR. SPEAKER: One moment please. Mr. Clerk.

Speaker's Ruling On Point Of Order

You present a quandary by way of your question, Mr. MacQuarrie. We do not have what I consider a satisfactory answer, but the point in matter is that until such a time as the motion is called and presented by the mover, it is really not the property of the House because there is no guarantee that the mover will proceed with his motion. So until such a time as that happens it is not within my jurisdiction. Therefore, certainly it is not within your jurisdiction to be arguing the point of whether or not the motion itself is in order.

I am afraid you are stuck with my opinion. After I have heard the motion I do not know of any other rule that would be applicable. We will look into the matter and if I find anything further I will so advise when we close the House this evening.

MR. MacQUARRIE: I'll send a letter, Mr. Speaker.

MR. SPEAKER: Orders of the day for Wednesday, March 4th. Item 2, Ministers' statements. Mr. Sibbeston.

ITEM 2: MINISTERS' STATEMENTS

Minister's Statement 20-87(1): Commissioner's Anniversary

HON. NICK SIBBESTON: Thank you, Mr. Speaker. Mr. Speaker, on Monday afternoon you very kindly noted the 20th anniversary of Commissioner John Parker's service to the people of the Northwest Territories. Today, I would like to pay a further tribute to our Commissioner in recognition of his outstanding contribution in the service of his country and the Northwest Territories in particular.

John Parker was appointed as Deputy Commissioner of the Northwest Territories on March 2nd, 1967. He held that position until April 5th, 1979 when he was appointed Commissioner.

Few Canadians realize the extent of political development there has been in the Territories during the past 20 years. In 1965, just 22 or so years ago, all Members of the Council of the Northwest Territories were appointed by the federal government. No one was elected from the Arctic region. The Commissioner at the time lived in Ottawa and had a small staff loaned to him by the federal government. Once a year, the Council would meet in the North. The rest of the time it would meet in Ottawa. Education, welfare, local government and economic development were all controlled through Ottawa and the regional centres in the North.

In 1964, the territorial Council met in Frobisher Bay. It was there that Members first thought about consulting northerners about the kind of government they wanted. In answer to the concerns, Ottawa established the Carrothers Commission in 1965 and Mr. Parker, who was then the mayor of Yellowknife, was appointed as one of its members.

The Carrothers Commission did its work -- travelled throughout the North and eventually made recommendations. One of the most important recommendations was that the Commissioner and the territorial civil service should live in the North and 1967 saw the arrival of the Commissioner and a few civil servants to Yellowknife. The Carrothers Commission was very clear about what the role of the Commissioner should be. He was to be roughly equal to a provincial premier but with this difference: He was to gradually work himself out of office while being partially responsible to the Legislative Assembly. In the end, the Carrothers report stated that the Office of the Commissioner should eventually take on the role of lieutenant-governor and it is interesting to note that 20 years later, Mr. Parker is doing all the things envisioned in the Carrothers report. During the past few days he was in Nova Scotia attending the annual lieutenant-governors' meeting.

As Government Leader since October 1985, I have had the distinct pleasure to work closely with Mr. Parker. I have come to appreciate his keen interest and knowledge about people in all parts of the North. His first-hand knowledge of the day to day happenings and work of this government is a fine example of his administrative skills. There is not a policy or an activity of government that he is not aware of. He simply knows this government inside and out.

I have been, and continue to be, a witness to Mr. Parker's commitment to bringing full government to the Northwest Territories. He has recognized the strides we, as elected Members of the Legislative Assembly, have made. In October 1984, Mr. Parker withdrew from the deliberations of committee of the whole of this Assembly. You will recall that he told us that there had been a time when his presence was essential but with more control going to elected Ministers, he understood that part of his job was no longer necessary. Mr. Parker went a step further in January, 1986. At that time, he handed over the chairmanship of the Executive Council to me, as Government Leader. Mr. Speaker, this move put all of the affairs of government in the hands of elected people of the Northwest Territories.

Commissioner John Parker has served this government, this Assembly and the people of the North well for 20 years. We have all benefited from his dedication and determination to foster the development of truly representative and responsible government in the Northwest Territories.

Mr. Speaker, Members of the Legislative Assembly, I invite you to join me in thanking Mr. Parker, a friend of democracy and, as they say in the North, a good man -- a good man of the North.

---Applause

MR. SPEAKER: Thank you very much, Mr. Sibbeston. I suppose, Mr. Parker was allowed to make one mistake when he chose Yellowknife as the capital.

---Laughter

---Applause

HON. MICHAEL BALLANTYNE: A point of privilege, Mr. Speaker.

---Laughter

MR. SPEAKER: Yes. Item 2, Ministers' statements. Mr. Curley.

Minister's Statement 21-87(1): Business Management Development Programs

HON. TAGAK CURLEY: (Translation) Thank you, Mr. Speaker. What I am about to say is directly involved with the North about the business management development programs and I will read them in English. I just wanted to make a point in Inuktitut. (Translation ends)

I would like to take this opportunity to announce the Department of Economic Development and Tourism's new business management development program. The department will establish a special business management career program. Each year, at least four native northerners will be hired by the department. They will attend an academic institution such as Trent University, which offers academic upgrading in economic development for native people. A special feature of their program is accessibility; mature students can qualify as can high school and Arctic College graduates. These employees, as economic development officers in training, will be assigned during school breaks, to work with northern businesses. The combination of upgrading, formal education, private sector experience and on-the-job training will provide the Department of Economic Development and Tourism with excellent managers.

My colleague, the Hon. Dennis Patterson, through the Department of Education, will provide funding for the academic costs of this program and the Department of Economic Development will cover the balance.

Mr. Speaker, in addition to our new initiative, the Arctic business management project will continue. Last year, this project was carried out in the Eastern Arctic. The results were nine trainees for officer level positions within the department. This year, the program will be administered from Inuvik by the Department of Education; 10 trainees will be selected from the Inuvik, Fort Smith and other regions.

The project will cost \$200,000, with \$60,000 coming from the Department of Education; \$40,000 from Economic Development; and \$100,000 from Canada Employment and Immigration. Mr. Speaker, these initiatives are reflective of my commitment to increasing the number of Northwest Territories residents in management and officer level positions in the Department of Economic Development. Thank you.

---Applause

MR. SPEAKER: Thank you, Mr. Curley. Mr. Pedersen.

Minister's Statement 22-87(1): Appointments To NWT Advisory Council On The Status Of Women

HON. RED PEDERSEN: Thank you, Mr. Speaker. It gives me great pleasure today to announce appointments to the NWT Advisory Council on the Status of Women. The term of these appointments is for three years. Mr. Speaker, there are six reappointments. All of these members have served well and shown a continuing commitment to work with this government to improve the situation for women in the North.



First, there is Edna Elias of Coppermine. She has been a member for three years and was president of the council for the last year. Ms Elias has served as mayor of her community and founded the Coppermine women's association. She is an educator, an author and is now the director of the language bureau here in Yellowknife.

Janet Armstrong has served as vice-president for the last three years. She works with the Baffin Divisional Board of Education in Iqaluit and has held a variety of teaching positions since 1970.

Katherine Petersen of Yellowknife is a lawyer and has served as vice-president of the advisory council. Ms Petersen has been active in a number of community organizations, including the Yellowknife YWCA and the board of Northern Addiction Services.

Rita Cli lives in Fort Simpson. She is the program co-ordinator with the Fort Smith regional administration of the territorial government. Ms Cli has committed much of her time to community activities and has been a vice-president of the Native Women's Association and a councillor and subchief of the Fort Simpson Dene Band.

Peepeelee Nutaralak is an Inuktitut teacher in her community of Broughton Island. She is a board member for the Pauktuutit women's group, a councillor in the community and is involved in a local spousal assault program.

Leonie Duffy of Coral Harbour owns and runs a hotel. She graduated from McGill University last year as a teacher. In the past, Ms Duffy has managed the hostel in Cambridge Bay and worked as an interpreter at the hospital in Churchill.

Mr. Speaker, these are the six reappointments. As new appointments, Elsie Casaway from Snowdrift and Florence Barnaby of Fort Good Hope have been chosen to join the Advisory Council on the Status of Women. Ms Casaway has held a variety of positions with the federal and territorial governments and native organizations. Her work has primarily focussed on native employment. Ms Barnaby is a board member of the drug and alcohol committee in Fort Good Hope. She is also involved with the drop-in centre and has a continuing interest in women's issues.

Mr. Speaker, I have been impressed with the commitment of time and work members of the council have given to the concerns of women across the Territories. I am exceptionally pleased to see many of them willing to serve for another term. I believe much of the progress this government has made in addressing the concerns of women is due to the advice from the work of council members. I welcome the two newest members and wish the entire council well in their future activities. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Minister. Item 2, Ministers' statements. Mr. McLaughlin.

Minister's Statement 23-87(1): Northern Perspectives On Aging And Long-Term Care Conference

HON. BRUCE McLAUGHLIN: Mr. Speaker, I have a statement on the conference presently being held in Yellowknife concerning northern perspectives on aging and long-term care. I would like to remind Members today that we are all getting older. Some more than others. But perhaps we are not aware that in addition to the elderly, there are a number of people both old and young who need special long-term care. To meet the demands of the growing numbers of these people in the Territories, my Departments of Health and Social Services are holding a special conference this week in Yellowknife.

Care for the elderly and people who cannot fully look after themselves is quite a specialized field. We are bringing together planners, professionals and volunteers to give them up-to-date information and specific techniques. In the past, people like home care co-ordinators, physical and occupational therapists and hospital administrators met separately to talk about the same issues. We felt that a more co-ordinated approach to planning and delivering home care and long-term care was needed. We have also included interested seniors and agencies to join the conference.

There are several things we want to achieve, including learning more about getting old and how it affects the way services are provided. The conference will provide information on ways to improve the health of aging and long-term care people in their communities and in institutions. Home care and long-term care programs now being used for elderly people in the Territories will be examined. Mr. Speaker, the conference is also providing a chance for the professionals and the public to meet and discuss their concerns.

The budget is modest, approximately \$11,000. There are 26 speakers and 19 of them are from the North. The Alberta government has been most generous in providing at no cost, except travel expenses, four of its top staff. These people will not only be giving presentations at the conference, but they will be helping the Department of Health review its standards and guidelines for older people and those needing long-term care.

I am pleased to co-ordinate and host a conference on this important subject. It is likely that there will be similar conferences in the future as the Government of the NWT assumes complete responsibility for health services in the NWT. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Minister. I would like to welcome in the gallery, Gerry Antoine, the chief of the Fort Simpson Band. Welcome to Yellowknife.

---Applause

Item 2, Ministers' statements. Item 3, Members' statements. Mr. Gargan.

ITEM 3: MEMBERS' STATEMENTS

Member's Statement On Cruise Missile Testing

MR. GARGAN: I too would like to die of old age, that is the reason I would like to make this particular statement. Another cruise missile test over the Northwest Territories was completed last Sunday -- the second test in a week. This time the test was completed without incident but the number of tests ending so successfully is low. Potential for accidents with these tests is high. We must urge the Canadian government to discontinue these tests over the Northwest Territories before we take further chances with our environment.

The missile is launched from a B-52 bomber over the Beaufort Sea. In these tests it then travels at a high altitude down the test path in the western Northwest Territories. However, the purpose of the cruise missile is to hug the earth and escape detection. It is the intention of the Canadian government to renegotiate a five year testing agreement over Canada with the US government. Very little is known of this agreement but this government should oppose further testing, in the strongest possible terms.

In 1985 when testing first started, the Government of the Northwest Territories did oppose the agreement and the Legislative Assembly has since then passed motions stating our disagreement with the testing over our land. If this Assembly is still opposed to these tests, we should let it be known as soon as possible. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Gargan. Item 3, Members' statements. Members' statements. That appears to conclude this matter. Item 4, returns to oral questions. Returns to oral questions. Mr. McLaughlin.

ITEM 4: RETURNS TO ORAL QUESTIONS

Further Return To Question 017-87(1): Inuit Employee Medical, Travel And Accommodation Expenses, Nanisivik

HON. BRUCE McLAUGHLIN: Yes, Mr. Speaker. I have a return to oral Question 17-87(1), asked by Mr. Pudluk on February 16th concerning Inuit employee medical, travel and accommodation expenses, Nanisivik.

In his question and supplementary, Mr. Pudluk stated that Inuit employees of Nanisivik Mines and their dependants have had to pay their own medical transportation costs when travelling to Iqaluit for medical care.

With respect to Inuit residents of the Northwest Territories, if an employer does not provide medical travel benefits, Health and Welfare Canada does, when the patient is travelling away from the home community. When the patient is returning home, the Department of Health, Government of the Northwest Territories, pays the costs.

However, in the case of Nanisivik Mines, the mining company is required to pay for the medical travel costs of its employees. This requirement is contained in Part II of the Public Health Act which deals with health services in camps. Nanisivik is considered by this government to be a camp. We have had considerable difficulty getting the company to obey the law. While the company is required to pay such costs for employees, it is not required by law to pay the costs for the dependants of employees.

In our view, the medical insurance plan which Nanisivik Mines carries for its employees and their dependants should pay for all medical travel costs. The company thinks otherwise, and is not above creating hardship for their employees as a result. To ensure that patients and their families are not caught in the middle between the mining company and government, I have instructed the Department of Health to ensure that government medical travel warrants are issued to the patients and to make additional arrangements as necessary. It is up to ourselves and the mining company to come to some kind of mutual understanding without creating inconvenience and hardship for the patients and their families. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Minister. Returns to oral questions. Mr. McLaughlin.

Returns To Question 057-87(1): Length Of Sentence Of YCC Inmate From Pangnirtung; And Question 078-87(1): Term Of Incarceration For Pangnirtung Resident

HON. BRUCE McLAUGHLIN: Thank you, Mr. Speaker. I have returns to oral Question 057-87(1) and Question 078-87(1), asked by Mr. Paniloo on February 23rd and on February 26th. The question was directed to the Hon. Michael Ballantyne, Minister of Justice, regarding inmate Tony Angmaralik's transfer to Yellowknife Correctional Centre. Mr. Angmaralik's probable release date is October 11, 1987. He was transferred to Yellowknife Correctional Centre on January 30, 1987. This inmate may be transferred back to Baffin Correctional Centre prior to completion of sentence depending on the circumstances at Baffin Correctional Centre and the inmate's adjustment. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Minister. Returns to oral questions. Item 5, oral questions. Mr. Gargan.

ITEM 5: ORAL QUESTIONS

Question 0107-87(1): Request For Return To Question W15-87(1)

MR. GARGAN: Mr. Speaker, I just wanted to ask the Minister of Education regarding my written Question W15-87(1), Education of Status Indians in the NWT, and I wanted to find out from the Minister when I could expect an answer. I would like to have this during this winter session if at all possible. It is concerning the education of status Indians.

MR. SPEAKER: Mr. Minister.

Return To Question 0107-87(1): Request For Return To Question W15-87(1)

HON. DENNIS PATTERSON: Thank you, Mr. Speaker. That was a major constitutional question the Member asked. We will do our best. I had not even heard of one of the pieces of legislation that the Member referred to. It is in the hands of better lawyers than I right now, but I would hate to commit them to an early response to a very complicated question. Obviously we will provide the answer as quickly as possible. If by the end of this session you mean May or June, I can see it. If you mean a couple of weeks, the answer is probably no, in view of the complexity of the question. Thank you, Mr. Speaker.

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

Question 0108-87(1): Additional Staff Housing For Teacher, Pangnirtung

MR. PANILOO: (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Education. In Pangnirtung the school is going very well. They have their grade 11 level and it is running smoothly. I would like to ask the Minister regarding the teachers' staff houses. In Pangnirtung they will be making a request for grade 12 level. We were wondering if they would be allocated a staff house? Thank you.

MR. SPEAKER: Mr. Minister.



Return To Question 0108-87(1): Additional Staff Housing For Teacher, Pangnirtung

HON. DENNIS PATTERSON: Mr. Speaker, there is a very serious staff housing shortage for teachers in Pangnirtung and many other communities in Baffin and elsewhere in the Northwest Territories. As I have already said in answer to the Member for Baffin South, I do not see any easy solutions to the staff housing problems. I have informed the divisional board that if we are able to approve grade 12 in Pangnirtung next year, which I am inclined to recommend depending on the approval of my budget, they may have to scramble to find staff housing. They may have to hire teaching couples. They may have to continue the arrangement to borrow surplus space in the new nursing station but I feel that the main thing is to allocate a teacher and I have a commitment from the Baffin Divisional Board of Education that somehow they will deal with the housing problem. So I cannot guarantee the allocation of a housing unit for an additional teacher, Mr. Speaker, but I am informed that the board is willing to deal with that problem if it arises. Thank you, Mr. Speaker.

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

Question 0109-87(1): Eligibility For Department Of Health Transportation Assistance

MR. ERKLOO: (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Health. In the Nunatsiaq News there was an editorial on December 18, 1986 and the person who wrote it was Dominic Angutimarik from Igloolik. This is late because his father has just recently died and also the problem has occurred already but I have two questions for you. How come you differentiate between Inuit people and other ethnic groups so that where people have businesses they cannot have transportation out paid for by the Health department. Also for those people with their own businesses, what kind of money do they have to be making in order for them not to have expenses paid by Health. Do you have some kind of policy concerning this? He had to pay \$1262 for the transportation. Accommodation and meals were paid by Health and we are thankful for that.

MR. SPEAKER: Mr. Minister.

Return To Question 0109-87(1): Eligibility For Department Of Health Transportation Assistance

HON. BRUCE McLAUGHLIN: Thank you, Mr. Speaker. I would like to thank the Member for giving me advance notice by copying that letter to the editor for me. The situation is that with the medical transportation costs for patients, only the patients are covered under our program for non-native people. However, in my other department, Social Services, people that are indigent and have no income are helped out when matters like this occur. So when a family member is dying or seriously ill, transportation will be arranged for one of the senior members of the family to travel out if the family does not have its resources.

In this particular case, Mr. Speaker, when a person owns his own business and is operating a business, he is considered self-employed and the profits he makes from that business are considered his income. However, I do realize that in exceptional circumstances a person may have an income adequate enough to meet their day to day expenses but once in a while a large bill like this comes along and it is an exceptional circumstance which could be covered. I will have officials in my department review this particular case to see if something can be done to alleviate this particular situation and I will communicate in writing to the Member the results of what we are able to do. Thank you.

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

Supplementary To Question 0109-87(1): Eligibility For Department Of Health Transportation Assistance

MR. ERKLOO: (Translation) A supplementary to my question. For the individual case of Dominic Angutimarik, I am very happy and glad that you are going to look into this matter but when they have their own private businesses and make their own income sometimes they just barely make enough money to meet the cost of living. For example, in the case of Dominic Angutimarik, there are 10 individuals living under the same roof. His business is very small and he makes a bit of profit just to cover his cost of living and when he had to get his own air fare he had to pay for it which was \$1262. In order to get the money he had to sell his two skidoos and his VTR. There are going to be other cases coming up like this and I will have a further question. Are you going to draw up any policy within your department -- we know it is hard to tell how much they make but do you have individual minimums they have to be able to make in order for them to pay for themselves, or have costs paid by the Department of Health? Thank you.



MR. SPEAKER: Mr. Minister.

Further Return To Question 0109-87(1): Eligibility For Department Of Health Transportation Assistance

HON. BRUCE McLAUGHLIN: Thank you, Mr. Speaker. When a family has an income which is adequate to meet their day to day living, they are not normally eligible for social assistance but sometimes in exceptional circumstances like this where it is a one-time only, extremely high cost that the family has to meet and is unable to meet it out of their regular income, the department makes exceptions and I will look into seeing if this is a situation where we could do this. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mrs. Lawrence.

Question 0110-87(1): Management Level Training Positions, Department Of Health

MRS. LAWRENCE: Thank you, Mr. Speaker. I have a question for the Minister of Health. The kind of training position that was announced by the Minister of Economic Development is the kind of program that I have been referring to the Department of Health. It just seems that the departments with interested senior officials are the only ones that are establishing such a program. My question is, can the Minister consider such training positions at the management level in the Health department? It has been done in the past. I have been involved in one of those programs. Thank you very much.

MR. SPEAKER: Mr. Minister.

Return To Question 0110-87(1): Management Level Training Positions, Department Of Health

HON. BRUCE McLAUGHLIN: Yes, Mr. Speaker, I will consider that.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Item 6, written questions. Mr. T'Seleie.

ITEM 6: WRITTEN QUESTIONS

Question W23-87(1): Fish Movement Studies

MR. T'SELEIE: Mr. Speaker, my written question is for the Minister of Renewable Resources. I want to ask the department whether or not the responsible federal bodies or agencies have ever conducted any studies on the movement of fish between the Mackenzie River and Great Bear Lake through the Bear River. If so, I would like to know the names of these studies and the years in which they were conducted. Also, I would like to know what were the major conclusions of these studies.

MR. SPEAKER: Thank you, Mr. T'Seleie. Written questions. Mr. Gargan.

Question W24-87(1): Capital Recoveries On Community Complexes

MR. GARGAN: Thank you, Mr. Speaker. I would like to direct my question to the Minister of Municipal and Community Affairs. Members of this Assembly in committee of the whole have agreed to a capital budget for the Department of Municipal and Community Affairs of \$47,306,000. Of this, \$22,333,000 is allocated for gyms, community halls and arenas in the activity sport and recreation. It is my understanding that communities are expected to pay a share of the costs of the projects built in the community. I am proud that the people of Fort Providence were able to raise \$250,000 toward the cost of their large arena/office complex. I am disturbed that, as reported in the disclosure of the capital recoveries, only the community of Coral Harbour appears to be paying its share in 1987-88.

I would like the Minister to respond to the following questions. a) Are all the communities receiving projects under sport and recreation contributing a share of the cost? b) How much is each community contributing? c) If communities are not going to contribute, why not? And how, if the government is to be fair in the implementation of its policies, will it compensate those communities that did pay their share?

MR. SPEAKER: Thank you, Mr. Gargan. Written questions. That appears to conclude this matter for today. Item 7, returns to written questions. Mr. Clerk.

ITEM 7: RETURNS TO WRITTEN QUESTIONS

CLERK OF THE HOUSE (Mr. Hamilton): Mr. Speaker, the following returns have been filed: Return to written Question W8-87(1), asked by Mr. Nerysoo of the Minister of Renewable Resources; Return to written Question W18-87(1), asked by Mr. Angottitauruq of the Minister of Education.

Return To Question W8-87(1): Quota For Dall's Sheep Near Aklavik

Hon. Red Pedersen's return to Question W8-87(1), asked by Mr. Nerysoo on February 20th, 1987, regarding a quota for Dall's sheep for Aklavik:

In response to the honourable Member's question, I am pleased to say that the discussions between the residents of Aklavik and my staff in Inuvik are progressing quite well. There have also been discussions concerning big game outfitting and this particular population of sheep with the residents of Fort McPherson.

As the honourable Member may be aware, there has been an ongoing co-operative research program on these sheep conducted by the Yukon game branch and our own wildlife management staff. The final report on this research should be ready this summer and will be the technical basis of a management plan for the Dall's sheep in the Richardson Mountains. The management plan will also include careful consideration of public concerns. Interest in sheep hunting in the Richardson Mountains is shared by residents of Aklavik, Fort McPherson and Inuvik and involves the Inuvialuit, Dene and Metis. Several other factors which shall have to be considered are: 1) Yukon residents' access to the population as it crosses over the Yukon/Northwest Territories border; 2) access by our own resident hunters at the same time as we allow access to non-residents; 3) the total amount of hunting pressure which could be sustained by the sheep.

Let me assure the honourable Member that we were pleased to find that this sheep population was doing well and fully intend to see that the local people will benefit appropriately. I cannot put an exact figure on a quota as yet, but the management and consultation process I described will result in establishment of reasonable quotas for all concerned.

Return To Question W18-87(1): Meat Handling And Butchering Course

Hon. Dennis Patterson's return to Question W18-87(1), asked by Mr. Angottitauruq on February 27th, 1987, regarding a meat handling and butchering course:

In response to the Member's question on a meat handling and butchering course for Natilikmiot communities, I have asked my staff to look into the possibility of arranging these courses. We will work closely with the Departments of Economic Development and Tourism and Renewable Resources, to help hunters and trappers associations identify the type of training which should be provided. By the spring of 1987, a pilot course will be provided in Gjoa Haven, supported by joint funding from the involved departments. An evaluation will be undertaken to decide whether it is feasible to expand this type of training to the other Natilikmiot communities and whether funds can be located to cover the additional course costs.

MR. SPEAKER: Thank you, Mr. Clerk. Are there any further returns to written questions for today?

Item 8, replies to the Opening Address.

Item 9, petitions.

Item 10, reports of standing and special committees.

Item 11, tabling of documents.

Item 12, notices of motion.

Item 13, notices of motion for first reading of bills.

Item 14, motions.

Item 15, first reading of bills.

Item 16, second reading of bills. Item 17, consideration in committee of the whole of bills and other matters. Bill 1-87(1), Appropriation Act, 1987-88; Bill 7-87(1), Education Act; Bill 6-87(1), Criminal Injuries Compensation Act; and Bill 2-87(1), Advisory Council on the Status of Women Act, with Mr. Wah-Shee in the chair.

ITEM 17: CONSIDERATION IN COMMITTEE OF THE WHOLE OF BILLS AND OTHER MATTERS

PROCEEDINGS IN COMMITTEE OF THE WHOLE TO CONSIDER BILL 1-87(1), APPROPRIATION ACT, 1987-88

Department Of Health

CHAIRMAN (Mr. Wah-Shee): The committee will come to order. Yesterday, we left off with the Department of Health, dealing with the operations and maintenance portion of the budget. I would like to ask the Minister of Health whether he wishes to have the witnesses appear before the committee.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. I would like to have my deputy minister, Paul Moody, and my assistant deputy minister, Michael Pontus, in as witnesses.

CHAIRMAN (Mr. Wah-Shee): Does the committee agree?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. We are on page 14.11, dealing with supplementary health programs. Mr. Minister, would you introduce your witness for the record, please?

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. My witness is Paul Moody, the deputy minister; Mr. Pontus, the assistant deputy minister is involved in the health conference and will be available shortly.

CHAIRMAN (Mr. Wah-Shee): Thank you. We are under supplementary health programs, total operations and maintenance, \$2,602,000. Page 14.11, supplementary health programs. Ms Cournoyea.

MS COURNOYEA: Yes, Mr. Chairman. A situation arises from time to time whereby an employee of a nursing station or some of the other medical services at a community level who is status is covered under the general government plan and when they require medical attention, although they are status, it appears that these individuals get caught in between and that in order to qualify they would have to pay ahead of time for their transportation, say from Tuk to Inuvik, or Aklavik to Inuvik, because they are working for a medical service centre. But basically, if they were not, and they were in another position that did not have the overall Northwest Territories medical plan, it would be automatic that their fare would be paid to that centre. Has this been resolved? This is an issue that has been brought up and, Mr. Chairman, the concern mainly is that a lot of people who do work as sanitation engineers or at that level do not get paid a lot of money and oftentimes are called away at the last minute and do not have the up front funding to pay and then reclaim. This is an issue that has been brought up before, and I am wondering if there has been any resolving of the situation.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Mr. Chairman, could the Member just clarify. Is she talking about the full air fare or the \$50 share of the one way part of the ticket?

CHAIRMAN (Mr. Wah-Shee): Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, it appears that it is recoverable but it is a full air fare. It is a fact that the individuals who are working are full-time employees of that health care centre but they are also status. In order to get from a small community to the main centre, they have to pay and then they recover. Who they recover from, I do not know. I think it is an arrangement -- the problem is that the issue is not resolved from the community to the main centre.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.



Clarification Of Medical Travel Expenses For Status Indians Or Inuit

HON. BRUCE McLAUGHLIN: Mr. Chairman, the situation is that our medical transportation fee for firstly, non-native people, is only paid when the employer does not pay for it. When the person is a status Indian or Inuk, if the employee's agreement with the employer covers the travel, then the employer, because of his contract or agreement with all of his employees, pays that travel. It is never subsequently billed to Indian Affairs or Health and Welfare Canada. If the employer does not have a plan covering the transportation, then the full air fare should be paid by Health and Welfare Canada or by us to start with, then we recover it from Health and Welfare Canada.

CHAIRMAN (Mr. Wah-Shee): Just to clear up something from the chair. Going over the Hansard for yesterday, I see we did not approve the administration, total O and M. So I intend to go back to administration so that we do this properly. Just for the record, we are still under administration, page 14.10. Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, I realize that employees, whether they are status or non-status, when they seek employment, are covered by the general health care policy that is in place at their place of work. However, if a person is a status person and is covered under that particular protection or right, it becomes difficult for the individual to determine between the two. Are there implications then, if a status person worked for a particular employer who provides all the health benefits for which from time to time certain deductions are taken off a person's pay check? Is that not pre-empting a right that is already established, a right that is established for that status person? And would there be implications if that individual worked for the government for a period of 12 to 15 years and never did utilize the rights that come with being a status, native person under the Indian Health Act?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. The situation is that Health and Welfare Canada will not pay for the medical transportation for an Inuk or a status Indian if the employer has a plan. So if the employer has a plan, Health and Welfare Canada will not pay the bill or become involved in paying it up front and then collecting from the employer later. So in both cases the territorial plan covers people whose employers do not have a plan. The federal plan covers status Indians and Inuit if the employer of the status Indian or Inuk does not pay their medical transportation for them. So that is the policy of Health and Welfare Canada.

The other question, as to whether people would lose their status or not, is a constitutional and legal type question. I do not think anybody at this table has the qualifications to answer. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, I realize that certain people do not have the qualifications to answer certain questions such as this but I believe that a lot of issues arise in terms of the rights that are attributed to status people, which is an arrangement between the federal government and the particular native group. However, there is a concern that in fact there is a right that is appreciated by a status person. Those rights are outlined in a national act and the concern is that if there is a right that people do enjoy because of certain legislation or a certain aboriginal right, that because they work for a certain agency, why then would they nullify that right? Because that agency has a health care program which may not be as good as what they would enjoy under the Indian Health Act.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

Indian Health Policy Does Not Cover Medical Transportation Paid By Employer

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. First of all, there is no act which puts this medical service into place. Granted, there are acts and legislation which recognize aboriginal rights, but the Indian health policy is only that; it is an Indian health policy and the position of officials who interpret the regulations in that policy is that if a status Indian or Inuk has an employer who has a plan that covers medical transportation, then the Indian health policy will not cover it.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.



MS COURNOYEA: Mr. Chairman, would the Minister be able to provide me with the written directive that outlines that particular suggestion that he is putting forth on this table?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Mr. Chairman, I can get for the Member a copy of the Indian health policy and I will see if the Health and Welfare Canada officials will release to us whatever directives or interpretations they use in the day to day regulation of that.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, I already have a copy of the Indian health policy. What I am asking for is the directive that the Minister is referring to which he states gives direction or makes a statement or interpretation of that particular policy, that when an employer has a medical health policy that has been given to the employee, that the Indian health policy does not apply. I am just interested in the directive. I do not need the policy, I have it already. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

Directives To Be Sought From Health And Welfare Canada

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. My department does not, apparently, have a copy of those interpretations or directives, but we will try to obtain them from Health and Welfare Canada.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, well, who does have a copy of that? If he does not have a copy, how can this government give the interpretation down the line, in regard to people's rights, if they do not have a copy of those directives?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Mr. Chairman, those directives come from Health and Welfare Canada. It is their program and, for example, when a federal nurse is transporting a patient from a federal nursing facility to somewhere else, it is they who make that interpretation in the field, though often our people do. But the communication that we received -- I do not know if it is verbal or in writing, from Health and Welfare Canada is that if there is an employer package, that Health and Welfare Canada will not pay the air fare. So I will try to obtain from Health and Welfare Canada anything I can, in writing, which pertains to this. Thank you.

Administration, Total O And M

CHAIRMAN (Mr. Wah-Shee): Thank you. Administration, total O and M, \$3,700,000. Mrs. Lawrence.

MRS. LAWRENCE: (Translation) Some of these people have a hard time. Even though they are working they do not have the money, if they are ill, to travel to another place; they do not have the money on hand. Even though they are ill and they are working, they have a lot of children; therefore they do not have the money for their air fare right on hand. How do they want this to be worked out? We have two governments, the federal and the territorial; I do not think they understand themselves how these things are to be worked out for the people around here. They both say different things and the people that are ill at the time are not helped the way they should be, because they do not seem to know what they are doing with themselves. Now these people that are sick, they say they will be looked after by the territorial government and the federal Health and Welfare want to transfer over to the territorial government now, even though with the work that is on hand here for the territorial government, they do not seem to be carrying out their duties to their fullest. I do not see how it would be any better if they transferred from the federal to the territorial. A lot of treaty people have a lot of children and I do not see why they should have to pay out of their own pocket when they are working. Just because they are government employees does not mean that they should have to be paying for their own medical services. That is all I have to say. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

Social Services May Help Working People

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. As relates to the treaty people she talked about, if they are working for the government, that is the same situation as Ms Cournoyea just described, that the federal Department of Health and Welfare feels that the government employees, because they have a plan that covers them, are not eligible under the Indian health policy. However, in the other situation she described, where people, though they may be working, do not have the money, they can apply to Social Services in order to get the money if they are indigent. The other thing is that the people who have large families, even though they have an income, if they do not make enough to cover the air fare, once again they can apply to Social Services for the funds. As well, if there is an emergency medical situation, the people are always evacuated and both Health and Welfare Canada and this government worry about the collection of the money only after the fact. I can show you all sorts of bills that this government has where they have been unable to collect after the fact because they put people's lives in front of the collection of money. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mrs. Lawrence.

MRS. LAWRENCE: Mr. Chairman, there are incidents where in a small community it is very hard to get to the bank and there is no money available to them. And especially when there are several children in the family, there is no way Social Services will take anything or assist anyone when they have a job. I am really having problems when the Minister sits there and tells me that this is what has happened. This is not what is happening at the community level and I want to make it clear to the department. In so many cases, families that have to come to them are told, "You have to pay your own way because your husband is working" whether it is just janitor work or whatever and they are all status people. We have a lot of problems with incidents such as this and I think that is where the department has to look at it very carefully, so that this does not happen.

Problems When People Do Not Speak English

Many times they pay for their own room and board and because they do not speak English very well or they do not speak English at all, they cannot get their receipts from taxis, for room and board or their meals. Therefore, they pay right out of their own pocket and that should not have to be. There should be someone in the department helping these people out, explaining to them what they are entitled to and what their benefits are. What I see happening is that they are paying kind of double for their services. They are status people and they are entitled to these services, but because the husband is working they are not allowed to get this service. Therefore, they have to pay out of their own pocket and they cannot collect the money back because they do not know how to collect the money back. I just cannot understand why some of these benefits that are available to these people -- we should not have to impose on them; you know, some of them do not have to have their health care this way.

As for the policy, any officials in the department can make the policies and make it very hard for the people. It is not meeting the needs of the people at the community level. They are sitting there and making the policies and it is useless as heck many times because it is not meeting the needs of these individuals at the community level. Therefore, any government officials that have a lot of time can make all kinds of useless policies and we are expected to follow them in the smaller communities. It is even harder when you get to the remote areas. I just wanted to make that as a comment, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Mr. Chairman, I will make available the Indian health policy and that information for all the Members of the House. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

Addition Of PY Questioned

MR. McCALLUM: Thank you, Mr. Chairman. Just on the administration, I note that there are three PYs being added to the administration. I know where they are coming from. There is a reduction under the medicare and the total PYs. The question I am concerned with is in relation to the programs and standards. Does the school health curriculum that has been developed -- what is the purpose of adding a PY to that particular task?

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. The development of this curriculum is ongoing; before, it was under vote (4) and (5) situation, but now we are finishing that curriculum off by ourselves as a department. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. As well, within the administration you have added one of these positions to the health insurance services. Is that because there has been an increase in the number of claims? You have approximately 18 or 20 people involved here in this area. Is there such an increase, and is it because of responsibilities you have taken on? I wonder if the Minister could comment on that.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Yes, Mr. Chairman, that was apparently the one and only position which was a headquarters addition from Health and Welfare Canada to our headquarters. It deals with the volume increase caused by the Baffin transfer. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Yesterday, since we are dealing with this whole department, there has been quite a bit of talk on this department of the government taking on total responsibility for the delivery of all health programs in the Northwest Territories. That is the goal that is being looked at. That would include, obviously, or it would mean, quite a change in the present role of the Department of Health, which basically deals with hospitals and other things, supplementary health programs, etc., but the department will be getting into the area of public health as well; the non-insured health services that Health and Welfare Canada provides now. I wonder if the Minister can indicate to me roughly, what are we contemplating here in the number of additional persons that would have to come on stream once the department gets that responsibility devolved from the federal government, the authority to run all health programs as is done in other jurisdictions? I am concerned about the number of people that would have to come on. What is the department doing now with people who are presently federal employees? Have there been overtures made to some of these people to come on stream? Have there been job opportunities given to these people? What kind of program will the department embark upon in order to attract other people into the public service of the territorial government? I am concerned about the number of people that will be added to the total complement of the Government of the Northwest Territories. Does the Minister or his officials in the department have any indication as to how many current federal employees will switch over to the territorial public service?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

Procedure For Transferring Employees From Health And Welfare Canada

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. There are approximately 450 federal employees in their system up here. The procedure we will use will be similar to the one we used in the Baffin. There will be a personnel committee negotiating with those people because they have a different wage package and employment package than the territorial employees have. It will involve grandfathering people, seniority, etc., similar to what was done when the federal transfer of teachers took place and the same thing that was done when the transfer took place in the Baffin.

In the Baffin transfer what we had to do was the same. Once we come to a conclusion with the federal government, they have to give their employees six months notice and at the same time we give their employees a letter of welcome. In the Baffin I believe approximately three-quarters of the employees chose to stay on with us. The federal government does offer the employees opportunities to go somewhere else. In fact, we offered them a one year opportunity and then they are able to change their mind and go back to the federal government if they wish to. The vast majority of employees in the Baffin transferred to the territorial system.

The other thing is that we will be taking on different duties. Right now the department primarily runs four hospitals and now the Baffin nursing stations. I envision that we will probably have two main functions in the department, which will probably be separated somewhere near the top, which are medical and hospital services on one side and community and public health on the other side. Thank you, Mr. Chairman.



CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

Possibility Of Increased Growth In Headquarters Questioned

MR. McCALLUM: Thank you, Mr. Chairman. Would the Minister venture an estimate of the addition to the headquarters complement that will be caused by this takeover? I can visualize what the Minister is saying. We have an ADM now in the department and an assistant ADM. Given the way things grow in an organization, I would expect that there will be a further increase, obviously, in the number of people that will be required and we may have to have more than one ADM of the department, or he may believe he will require more than one, as a lot of government departments do now. But I am concerned about what the effect of the devolution of health services will be on the increased growth in headquarters. Thank you.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. There are approximately 70 federal government employees in Yellowknife at their headquarters. We would expect that possibly that number would be transferred to our headquarters operation. But at the same time, you will have to realize that we will be establishing regional health boards, so that some of the duties that are performed in Yellowknife headquarters of Health and Welfare Canada may go to individual boards. So we would hope that we could decentralize some of those activities by having fairly autonomous boards created. Thank you.

Administration, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Administration, total O and M, \$3,700,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Supplementary Health Programs, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Supplementary health programs, total O and M, \$2,602,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

NWT Share Of Health Care Services, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): NWT share of health care services, total O and M, \$2,640,000. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Yesterday I referred to this particular activity, in terms of the estimate that Health and Welfare Canada has given the department and there is a reduction here. I wonder if the Minister can share with us any explanation from them, or is it still that the communication back and forth is such that, that is what you are going to get, and do not bother -- on the part of the federal government -- do not bother me with details, I cannot tell you why it is. What causes that? I have a concern that possibly if this is too low, given as it were, if you use the historical data that is involved, that has been used here. Last year the amount of money here under the territorial government's share of health care services, increased by over \$400,000. Now there is a reduction in it. We were told that the federal government offered no explanation of it. I wonder if the Minister can enlighten us any further or is that still the answer?

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

HON. BRUCE McLAUGHLIN: The Member is correct. The federal department basically advises us as to what their total expenditures are going to be to operate the nursing stations, the federal hospitals and their other programs up here. We cost share that on a formula that is determined by what the non-native population is in the community and in each area. The reason for the drop is that for the 12 nursing stations in the Baffin, their budgets are now in our base and are no longer



in here, so we are not cost sharing them. The full cost of running the Baffin nursing stations is in our budget now. So that is the reason it drops from \$2,780,000 to \$2,640,000, because there the figure before covered something like 50-odd nursing stations and now there are 12 less. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Thank you. NWT share of health care services, total O and M, \$2,640,000. Agreed?

SOME HON. MEMBERS: Agreed.

--Agreed

Territorial Hospital Insurance Services, Total O And M

CHAIRMAN (Mr. Wah-Shee): Territorial Hospital Insurance Services, total O and M, \$58,759,000. Agreed? Mr. McCallum.

MR. McCALLUM: Mr. Chairman, I just want to have a question on THIS. It is not so much a concern with the budget review hospitals. I can appreciate what the Minister indicated yesterday that if it was only a six month deal last year with Baffin, then obviously it has to be twice as much this coming year. My concern is in the area of -- what is the term you use? "Other" hospitals, I guess. You have budget, semi-budget and others. Sounds like the territorial population. But in the area of the other hospitals, it seems to me, and I referred to it, I think yesterday when I was making comments on it, the historical data does not indicate that there should be for these other hospitals, this particular kind of an increase to the tune of approximately \$2.5 million. In 1985-86, it was less than \$16.5 million. In the revised figures for 1986-87 it was less than \$16 million. This year you are asking for pretty nearly \$18.5 million. If you use the rationale of historical data, there is a little, I do not know what you want to call it, dip in whatever kind of a graph you want to use. If in point of fact you had spent less in 1986-87, than you actually did in 1985-86, how come the historical data says that you need another \$2.5 million?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister. Sorry, continue.

MR. McCALLUM: Unless, Mr. Chairman, I have wrong figures. Those are the figures that were given to us. Maybe that is not a trend, and I do not have 1984-85 actuals here but it would be interesting to find out what they were back to 1983-84, to see what kind of trend is there. Certainly if the trend has been to increase it, what happened last year and how come it goes up again this particular year? I am only concerned, Mr. Chairman, with the other hospitals, not the budget or semi-budget, depending what term you want to use. Thank you.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. The Member has different figures than we do. I have \$17.5 million rising up to \$20 million, under the other O and M which covers those hospitals. But basically the figure is still \$2.5 million difference, as he said. We are experiencing these increases from the population of the Northwest Territories; that is for hospital services, Mr. Chairman, outside of the Northwest Territories. We are experiencing these demands. We have price increases that have been indicated to us from the other jurisdictions. As well, there seem to be more people accessing themselves to medical services. Plus we have a growing elderly population, which is causing us, with the higher age levels in our territory, to have more long-term chronic care type of patients in our facilities. Yesterday we were talking about the Baffin. One of the reasons we would like to repatriate the chronic care services for the Baffin is because we are spending so much money on patients in Quebec. We would like to build hospitals in the Baffin, expand the hospital, buy beds to accommodate these patients because we look at the expenditures we are making as a leak out of our economy, when those people could be cared for up here and the money we are spending would stay in our economy. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

Chronic Care Services

MR. McCALLUM: Thank you, Mr. Chairman. I can appreciate, Mr. Chairman, that there very well may be increased costs but I cannot believe the increased costs here that are associated. I do not know where we are getting the different figures. We are using the figures that you people gave us. So whether there is a difference in the figures the net result of change is identical. I will not argue those. But I cannot believe that the increased costs would amount to that much. We certainly have chronic care beds in territorial hospitals now and I know they are expensive. And it would be nice if we were going to set up situations where these people might be, if they require institutional care, in other areas where it would be less costly than occupying beds in hospitals, as you have done in certain areas. When you talk about chronic care, perhaps it would be interesting to get some figures on the number of people who are getting chronic care outside the Territories and those that are getting chronic care inside. You have renovated certain buildings and have taken people out of hospitals and put them into these buildings, which I think is ideal. At least they are still in the Territories.

I cannot believe that it would require this amount of money to have people in hospitals outside, more and more, notwithstanding the fact that we are all growing, as you said, older. I start counting backwards now. But it seems quite a large increase in this particular area, given that you, in your department, have embarked upon a program of providing chronic care services in the Territories, by expanding there. That must be quite a good chunk of money, to provide that in the Territories. But in other hospitals, we are talking about the people in other hospitals outside of the Territories, as I understand it. Not chronic care in the Territories. I just think that it seems to be quite a large increase this year, as opposed to last year and the year before.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. Just to set the record straight, the \$20 million includes approximately one million in chronic care under other O and M, which is invoiced out to whoever delivers that care in the Northwest Territories. In some cases, it is hospitals. And then the balance, \$19 million is for services delivered to us outside of the Northwest Territories, which also includes a significant amount of chronic care. The Member is right, we are concerned about that and that is why there are 20 chronic care beds proposed in the new Yellowknife Stanton Hospital and in addition, we are proposing 10 chronic care beds in the Baffin, so we can provide those services within the Territories. Thank you.

Territorial Hospital Insurance Services, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. Territorial Hospital Insurance Services, total O and M, \$58,759,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Medicare, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Medicare, total O and M, \$12,574,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Medical Services Contract, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Medical services contract, total O and M, \$758,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Medical Transportation, Total O And M

CHAIRMAN (Mr. Wah-Shee): Medical transportation, total O and M, \$4,556,000. Mr. Paniloo.

MR. PANILOO: (Translation) Thank you, Mr. Chairman. I have a question on this item of the budget. For medical transportation in the Baffin Region especially, there are sometimes large increases in the air fare within that region for medivacs from the communities. The hospital in Iqaluit is quite a distance from some of the communities, especially from my community. Are there going to be sufficient moneys in accordance with the increases in air fares? I would also like to get a clarification of how you are going to distribute these moneys. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. This money is basically arranged on a global budget for the Territories. Each region and each hospital authorizes this travel. Nursing stations have the authority to authorize the travel to the hospitals. Hospitals have the authority to authorize travel from one hospital to another hospital and so the money is basically paid by this government, or by Health and Welfare Canada when it is their responsibility, on an as-needed basis. We do not give a nursing station a particular budget and if they go over it, tell them they do not have any money left. This money is available on an as-needed basis. For example, for Inuit going outside of the Northwest Territories, travelling south, or returning to the NWT, if this is over the budget, the Indian health policy covers us for the overexpenditure. If status Indians or Inuit are travelling, the costs are paid no matter what, but no individual nursing station or hospital has a set budget they have to stay within, in this area.

CHAIRMAN (Mr. Wah-Shee): Thank you. Medical transportation, total O and M, \$4,556,000. Mr. McCallum.

Reasons For Increase In Transportation Budget

MR. McCALLUM: Thank you, Mr. Chairman. You are looking for an increase in medical transportation here, again. Based on the data you have over the years, it projects this large increase for medical travel costs. What makes up that increase? Is it patient referral? Is it increases in costs of the actual travel itself? I can give you the other option: Is it a, b, c, or all of the above? I know the answer before you even start -- what the hell. I guess what I am trying to find out is are doctors referring more people to the south? You have taken on the responsibility of the Baffin hospital. For example, in the Baffin, since the government has taken it on, is there a greater number of referrals south, now, as opposed to previously? I expect that the cost of a ticket, obviously, has gone up but as you take on responsibilities in more areas, I would expect that the number of referrals would have gone down. But you are saying now, because of your historical data that there is an increase, you project this fairly large increase. So, okay, Mr. Minister, is it a, b, or all of the above?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. It is all of the above and it is a steady trend, if the Member looks at it. It was \$3,800,000, then this year it is expected to be \$4,150,000, and next year \$4,550,000, for the total in this area. The Member should realize that this is not just for travel from the Territories to southern institutions, it also includes travel from nursing stations to hospitals within the Territories, as well as any emergency charters which may occur.

Medical Transportation, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. Medical transportation, total O and M, \$4,556,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Detail of grants and contributions, total contributions. Mrs. Lawrence.

MRS. LAWRENCE: Mr. Chairman, I have a comment to make. Can we turn back to page 14.11?

CHAIRMAN (Mr. Wah-Shee): We have just completed medical transportation. We are under detail of grants and contributions. However, what is your question? I am sure we can accommodate you.

Supplementary Health Programs

MRS. LAWRENCE: Thank you, Mr. Chairman. I have a question on the supplementary health programs. For senior citizens, are they required to pay for their own glasses or teeth? That was brought to my attention many times. I see that the pharmacare program pays for most of their prescriptions. Does that mean they pay for all their prescription or just part of it? The other question is, do they pay for their eyeglasses and their teeth, their dentures?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. For senior citizens over 65, prescription drugs are covered and in some cases some over the counter drugs are also covered. For status Indians and Inuit, there are other things covered such as glasses and dental work but for non-status Indians, Metis, and non-native people, those things are not covered. Thank you.

Detail Of Grants And Contributions

CHAIRMAN (Mr. Wah-Shee): Thank you. Detail of grants and contributions. Mr. McCallum.

MR. McCALLUM: I have a question on the negotiations between the budget hospitals and the government. If they have not been already finalized, when are the negotiations to be completed with budget hospitals?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. My assistant deputy minister is the chairman of THIS Board. I will ask him to answer that question.

CHAIRMAN (Mr. Wah-Shee): Mr. Pontus.

MR. PONTUS: Thank you, Mr. Chairman. We have been receiving the hospitals' submissions now. We expect to have them all in within the next week and a decision by the end of March, as to their allocations for next year.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Mr. Minister, or your assistant deputy minister, do you contemplate any kind of a change or a large change, positive or negative, in the funding given to these budget hospitals this year? In other words, are you looking at a reduction on it, or an increase?

CHAIRMAN (Mr. Wah-Shee): Mr. Pontus.



MR. PONTUS: Mr. Chairman, we expect to be able to maintain the status quo and to be able to fund some inflation.

Total Contributions, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. Detail of grants and contributions. Total contributions, \$38,782,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Information item on page 14.18. Questions? Information item on page 14.19. Information item on page 14.20. Detail of work performed on behalf of third parties, page 14.21. Page 14.22. Mrs. Lawrence.

MRS. LAWRENCE: On page 14.18, on number two at the bottom. Can the Minister explain to me: "A recovery from the Department of Indian Affairs and Northern Development of expenditures for hospital services for treaty Indians and Inuit less applicable funds from EPF." Can you explain that to me?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: Under the Canada Health Act, all Canadians are covered by the federal government -- let us just use the figure -- for half the costs, and the provinces bear the rest of the costs. In the case of status Indians, we receive money under the Canada Health Act to deliver half of the costs and for the balance we are able to invoice Indian Affairs and Northern Development for the other half of the costs. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Information item, page 14.22. Information item on page 14.23. Mrs. Lawrence.

Secondment To Dene Nation

MRS. LAWRENCE: On page 14.21, there is a comment on secondment to Dene Nation, "The Department of Health has seconded a person as support to the Dene Nation." What is that secondment all about?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: One employee of the Department of Health is seconded to the Dene Nation to do work for them. The Dene Nation pays the basic salary of the individual and our government covers off the benefits package that the employee receives. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): We are on information item, page 14.22. Information item on page 14.23. Information item on page 14.24. Information item on page 14.25. Back on page 14.09. Total O and M. Mrs. Lawrence.

MRS. LAWRENCE: Thank you, Mr. Chairman. I have one other last question, hopefully. Who is the secondment? I was not aware that the territorial government was seconding someone to the Dene Nation.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. BRUCE McLAUGHLIN: The program officer for pharmacare in our department was seconded to the Dene Nation; a former Member of this Assembly, Mrs. Lynda Sorensen.

Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Total O and M, \$85,589,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Does the committee agree that this department is concluded. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. On behalf of the committee, I would like to thank the witnesses. Maybe the Government Leader can indicate on behalf of the House Leader which department we are going to proceed with.

HON. NICK SIBBESTON: Mr. Chairman, the next department is Public Works and Highways and I know Mr. Wray is not too far away so I ask him to be present in the House.

CHAIRMAN (Mr. Wah-Shee): Thank you. We will take a 10 minute break until we know which department we are going to be dealing with.

---SHORT RECESS

Department Of Public Works And Highways

The committee will come to order. We are dealing with the Department of Public Works and Highways. Mr. Wray, do you wish to make your opening remarks? Do you wish to invite witnesses to appear before the committee?

HON. GORDON WRAY: Thank you, Mr. Chairman. Perhaps I can move to the witness table and I will make my opening remarks and then after those, I may bring in my witnesses.

CHAIRMAN (Mr. Wah-Shee): Does the committee agree to have witnesses appear before the committee? Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

Minister's Opening Remarks

HON. GORDON WRAY: Thank you, Mr. Chairman. I am pleased to have this opportunity to introduce the 1987-88 main estimates for the Department of Public Works and Highways. I will take a few moments to provide Members of this Assembly with an overview of significant departmental activities in 1986-87 and to describe our major priorities in the coming year.

Over the last several years we have seen a significant expansion in the responsibilities and approaches utilized by the Department of Public Works and Highways in delivering our highways, buildings, works and equipment programs. In the past the department's main responsibilities were primarily geared to providing construction management, operation and maintenance services for government owned or leased assets, as efficiently and cost effectively as possible. While continuing to ensure that we operate in an efficient and cost effective manner, the department also has now assumed greater responsibilities, and we provide important leadership in this government's efforts to expand and support the northern business economy and through this support, to provide job opportunities for northern residents.

Some examples of the methods utilized by this department to maximize local involvement, which I will expand upon during my presentation, include:

- 1) Developing and implementing government policies such as our new lease policy;
- 2) Requiring contractors to report monthly on the use of local and northern labour and subcontractors in order to monitor the extent of local and northern involvement; and
- 3) Implementing departmental directives that urge contractors to use commercial accommodations, that ensure northern newspapers are used to advertise our notices of tender, and that govern the selection of architectural and engineering firms.

These departmental initiatives in support of northern economic development are in addition to important government policies previously established regarding business incentive, privatization, and the payment of northern firms within 20 days from the date of invoice receipt. Our department has been actively involved in developing and implementing these policies, as well as developing our own initiatives.

#### Increasing Support For Northern Contractors

The statistics on our contracts awarded show that we are increasingly successful in helping to support and develop northern contractors. In 1985-86, from the total of 933 construction, operation and maintenance contracts that we awarded, 779 or 84 per cent of these went to northern contractors. The value of these contracts exceeded \$47 million. This represents 82 per cent of the \$58 million in contracts awarded to all firms and compares favourably with the 1984-85 total of 76 per cent and the 1983-84 total of 66 per cent. So as you can see, Mr. Chairman, little by little every year, the percentage grows.

As well, last year, toward the support of our northern architectural and engineering businesses, we awarded 89 per cent of the total dollar value of all engineering and architectural contracts to our northern consulting firms. As recently as 1982, only 41 per cent of our consulting work could be awarded to northern professionals since there were only six northern consulting firms then. There are now 28 northern firms and I believe that our directive governing the selection of engineering and architectural services has greatly encouraged the establishment of these new northern consulting businesses.

In addition to the increasing percentage of our expenditures remaining in the North, you have already heard the Minister of Finance propose the carrying out of an enhanced capital program for 1987-88: Hopefully, it will provide more local employment, business opportunities and new infrastructure; in particular, new recreation facilities. As several of these projects are being advanced in the five year capital plan, we are preparing to conduct the required planning and design on an accelerated basis to ensure effective and timely completion.

In an effort to better record, monitor and enforce the extent of local and northern involvement achieved by our contractors, we now require regular reporting on the level of local and northern involvement planned for and actually utilized under their contracts. You may recall the statement I made and the document I tabled during the October session regarding our local involvement report. It indicated that about 70 per cent of the total value of all 1985 contracts, greater than \$20,000 in value, accrued to northern and local businesses and residents. Our policies and procedures are designed to stimulate all northern and southern contractors to increase their percentage even further.

A number of construction projects under way in 1986 have shown impressive levels of local and northern involvement, major examples being the Arctic College Thebacha Campus trades complex and the Pangnirtung water reservoir project.

Last year I approved a departmental directive that set criteria to ensure that all tender advertisements are placed in appropriate northern publications. This provides northern firms with a better opportunity to become aware of, and submit tenders for, upcoming government construction or maintenance contracts.

#### Implementation Of Privatization Policies

I would like now to move on to a discussion of our efforts in the area of privatization and describe how these efforts are continuing to yield increased benefits for local and northern residents. In 1986 we awarded one further contract for the maintenance of another section of the Northwest Territories highway system, increasing to a total of six, the number of sections currently privatized. In conjunction with our government's policy on privatization and my department's privatization plan, in 1987-88 we will continue to identify and implement privatization opportunities related to the maintenance of this government's buildings, works, vehicles and highways.

You will recall our government decided last year that, in support of privatization and the development of the northern business sector, future staff housing needs, office space and group home requirements would be met by leasing space from northern landlords, as opposed to constructing more government-owned facilities. This trend will continue in 1987-88 with the implementation of our recently approved lease policy which formalizes our leasing practices.



We will continue to place ever-increasing attention on these measures to help combat the recent downturn in our northern economy, by ensuring that a high percentage of government dollars remain in the North. My department and I persist in exploring ways of expanding both the application of our existing contracting policies and the development of new, innovative policies, procedures and project management techniques that are unique to our northern environment and that continue to increase local involvement.

#### Devolution Of Federal Programs

Toward increasingly responsible government in the North, our government is maintaining its thrust of negotiating further program transfers from the federal government. In 1986-87 we assessed the capital and operating and maintenance funding requirements that will result from the impending devolution of federal programs. As well, the department will assume full responsibility for the interterritorial highways reconstruction program in 1987-88. We are also negotiating with the federal government the finalization of a community access roads policy.

In 1987-88, Public Works and Highways will continue to implement several of the government's priority programs under capital planning. These will continue to be: to control dust in the summertime on community streets; to improve the condition and availability of small docks; and to provide communities with adequate supplies of crushed gravel. These programs were initiated in 1985 in response to concerns raised by Members of this House and northern communities. During 1986-87, about \$3.5 million will have been expended on work in 52 communities under these three programs.

Another priority program, called the residual heat recovery program, identifies, designs and constructs waste heat recovery systems for heating community buildings across the North with waste heat from NCPC generating plants. To date, six systems have been commissioned and seven more will be in place by 1990.

Our department also continues to maintain energy conservation as a priority. In 1987 we will have energy management officers established in all five regions. These officers provide assistance on energy conservation matters to residents, businesses and municipalities. If I could just take a minute, Mr. Chairman, to get a glass of water.

CHAIRMAN (Mr. Wah-Shee): The Chair has the pleasure of recognizing Mr. Sukanov, first deputy chairman, state committee for construction affairs from the Soviet Union.

---Applause

Please continue, Mr. Minister.

#### Savings Resulting From Standardization

HON. GORDON WRAY: Thank you, Mr. Chairman. In this era of fiscal restraint, we continue to examine ways of ensuring that the construction and maintenance of our facilities are as efficient and economical as possible. One of our successes to date is in the standardization of facility designs and component systems. This ensures that facilities are adequate and equivalent for all communities, but that they are not extravagant. The results of this work on standardization have already begun to appear as we have recently received exceptionally good bids on tenders for several school projects. Our savings from standardization will actually enable us to construct one additional school during the next five years. Besides schools, we already are applying standard designs in the construction of arenas, offices, group homes, warehouses, garages and water and sewer systems.

The major enhancement of the capital program for 1987-88 combined with the increased emphasis on maximizing local employment and business opportunities are having a major impact on the workload of all departmental project management staff. Our experience, with local involvement, is that much greater staff time is necessary for these projects, than employing the traditional design and construction practices used in the provinces, where lowest price and timely construction are



normally the only considerations in awarding construction contracts. This is complicated further by a relatively high turnover of project management staff, particularly at the regional level, due to the improving economy in southern Canada and the resulting difficulty in attracting and keeping these staff.

The department believes that it is desirable to develop northern residents to assume jobs in the architectural and engineering fields as one means to combat the high turnover of project management staff, as well as to increase employment opportunities for northern residents.

#### Affirmative Action Program

As part of our affirmative action program, we are taking steps to address the lack of northern native candidates graduating from engineering programs at the post-secondary school level by identifying and supporting candidates to enter the University of Manitoba's engineering access program. With the support of the Department of Education, we have secured two seats in this program commencing in the fall of 1987, for northern native candidates. During the fall and winter of 1986, five potential native candidates were identified for these two seats. All five individuals are now undergoing academic upgrading through Arctic College here in Yellowknife. Once the upgrading program is completed during the spring and summer of 1987, two candidates will be selected for the engineering access program. The other individuals, if still interested in engineering careers, will receive support to enter appropriate technical education or training programs.

The steady growth in government infrastructure requires a corresponding increase in operations and maintenance funds for these facilities. However, because of the limited resources available and the greater priority to fund programs for communities, it has not been possible to acquire the necessary level of funding identified by our maintenance management system. As a result, some maintenance will be deferred and the level of maintenance reduced in some areas, to live within the available finances. This situation dictates that with the devolution of further programs to our government, we must identify and receive adequate resources to replace, operate and maintain the associated infrastructure.

#### Reductions Of Expenditures

In the development of the budget, the Department of Public Works was instructed to reduce by as much as possible government on government expenditures within its budget. With this in mind, the department undertook a major exercise within our own department. As a result, there has been a significant decrease in some areas of our budget over last year's main estimates. In the accommodation services activity, there has been a 100 per cent decrease in replacement furniture for staff housing. As a result, no funds will be expended on that this year. In the area of heat recovery, there has been a 52 per cent decrease; in the area of shop tools and equipment, there has been a 100 per cent decrease; in the area of vehicles and equipment, there has been a 78 per cent decrease; in the area of minor tools and mobile equipment for marine operations, there has been a 100 per cent decrease; and in the area of replacement of mobile equipment in highway maintenance, there has been a 74 per cent decrease. This means that in 1986-87, we expended \$3,469,000, essentially on these items which could be called government on government. In 1987-88, we are proposing to expend \$777,000 or an 88 per cent cut overall in these areas.

These cuts reflect the department's desire to allow money to be channelled toward programs, as opposed to maintaining the government plant. However, it should be noted that this can only be done for so long before the government plant essentially starts to cost more money than it is worth.

The major increase in leasing to meet the government's staff accommodation and office needs has required the development of many new and innovative approaches. Often the proponents are new northern companies with limited experience. Funding must be secured from financial institutions that are very conservative by nature and hesitant to do business with new companies, in what some see as being an isolated and unknown market environment. This has added a new and complex dimension to the department's property management function and has resulted in a major increase in workload for the staff.

The fiscal year 1986-87 was an extremely productive year for the Department of Public Works and Highways due to the implementation of new initiatives to increase the levels of local and northern business participation in leasing, operating and maintenance of facilities; in capital construction

and in the priority programs. Experience over the last several years has shown that while greater staff involvement and perhaps a higher level of expenditures are necessary on projects which maximize local and northern involvement, the benefits to the northern economy have been significant.

The fiscal year 1987-88 will see the Department of Public Works and Highways involved in an even greater number of construction projects due to the acceleration of some projects previously scheduled in later years of our government's capital plan. The Department of Public Works and Highways and I look forward to the challenges facing us in 1987 to implement our assigned programs on schedule and within budget, while maximizing the economic development opportunities accruing to the North. Thank you, Mr. Chairman.

---Applause

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister, do you wish to invite witnesses to the committee?

HON. GORDON WRAY: Yes, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister, for the record, would you indicate your witnesses, please?

HON. GORDON WRAY: Thank you, Mr. Chairman. On my left, I have Mr. Larry Elkin, deputy minister of the Department of Public Works and Highways, and on my right, I have Mr. Dave Waddell, the chief of finance for the Department of Public Works and Highways.

CHAIRMAN (Mr. Wah-Shee): Thank you. We will now take 15 minutes for a coffee break. Thank you.

---SHORT RECESS

The committee will come to order. We are under general comments. Mr. MacQuarrie.

Government Policy On Leases

MR. MacQUARRIE: Thank you, Mr. Chairman. I am interested particularly in the lease policy that was mentioned. It was an area of concern to me last year at this time. There were leases being negotiated that involved certain kinds of preference, local preference, native preference. I had the concern at the time that there was no policy governing what was being done. That was a great concern to me. I heard the Minister say in his opening remarks that apparently a lease policy has been put in place. Could I ask the Minister to tell us a little bit about it now and make the policy available to Members?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. Indeed, this is a policy that we have been working on for a couple of years now. I have provided a copy of the policy already to the standing committee on finance and have no problem in providing the rest of the Members with a copy of the policy. It is a fairly detailed document. It would not be easy for me to go through it and pick out highlights. Perhaps the best thing to do is to make sure that the Members get a copy and then if they have any further questions they can either ask them in the House or write to me privately and I will try to answer them that way. Other than that, as I say, it would be rather difficult to try to highlight the policy because it is fairly comprehensive. There are some elements of the policy which, quite frankly, I would need officials to explain, particularly in the calculations of how you work out the best value for money.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. MacQuarrie.

MR. MacQUARRIE: How long has it been implemented now and are all leases subject to this policy?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. It was implemented on December 11th and, yes, all leases are subject to this policy.

CHAIRMAN (Mr. Wah-Shee): Thank you. General comments. Mr. MacQuarrie.

MR. MACQUARRIE: The Minister mentioned that the government is taking new initiatives in this area and there are new companies involved and new procedures involved and some problems that arise as a result of that. Could I ask, when leases are negotiated -- I would just like to clarify the procedure -- does that mean when a lease is signed? I guess what I am asking is, if the decision is made to negotiate with a particular company to lease back premises either for accommodation or office space, is the lease signed at that time or is some other kind of commitment made? If so, when are leases implemented?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. There are a number of procedures. First of all, approval to negotiate can be given only by the Executive Council. Approval of the details can be given only by the Financial Management Board and the lease is not signed until after those negotiations have taken place.

CHAIRMAN (Mr. Wah-Shee): Thank you. General comments. Mr. MacQuarrie.

MR. MACQUARRIE: Are there circumstances where commitments are made and the government is in effect occupying the premises but where the details of leases still have not been concluded?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. In lieu of a lease there are instruments that are called letters of intent where we may indicate by letter of intent what it is we intend to do. But we cannot recall any to date that have fallen into the realm that Mr. MacQuarrie has outlined.

CHAIRMAN (Mr. Wah-Shee): Thank you. General comments. Mr. Paniloo.

#### Awarding Contracts In Small Communities

MR. PANILOO: (Translation) Thank you, Mr. Chairman. As you have stated in your opening remarks about the contracts, I would like to know about the smaller communities that do not get those kinds of assistance -- for example, they have to get a contractor from down south and they do not get contracts within the smaller communities. For those communities that are smaller, how will this be set up in the future? I know in the Northwest Territories of two communities contracting people to construct buildings when there are jobs available in the community, like, for example, building docks and maintaining roads or building lots or constructing a building. I would like to know how you will be tendering contracts in the smaller communities.

HON. GORDON WRAY: There are a number of initiatives that are taking place right now and we will be proposing that they get put in place. The Member is indeed correct. In many of the smaller communities there is not a contractor available to do these jobs. In fact, the contract will go to an outside company. It may be northern, it may be southern. In a situation like that, there are a number of ways in which we are tackling it. With some of our contracts, the tender and the award of the contract is based on the extent of local northern content. So we ask the contractor to indicate, up front, how much local labour, how much regional labour, how much northern labour he intends to use and we use that as part of the evaluation on the awarding of the contract. That is one aspect of it. In other contracts, community councils or municipalities have been delegated project authority. Now, this is joint project authority between the community, the Department of Public Works and, until now, the Department of Municipal and Community Affairs, who will actually be part of the project management team, and utilizing community councils, we hope to get their input into increasing local labour.

Another avenue that we have taken is that the GNWT employs an individual as a general construction superintendent and we actually do the work ourselves, utilizing all local labour and as much local material as is possible. One other alternative that we sometimes utilize is that if there is only, for example, one contractor in a particular community, we may directly negotiate with that contractor on the basis of total local and northern content.



We are looking at several new areas. None of these has been approved by the Executive Council. However, we will be going forward to them. One would be to hire a local community resident as an on-site project assistant, funding to come from within the capital project. This person would essentially act as a liaison between the community and the contractor. He would train under our project officer and, given that we have virtually in every community a number of construction projects taking place every year, would be assured of at least seasonal and, I would suspect, probably close to full-time employment. He essentially would be responsible for the recruitment of local personnel, for working out problems between a contractor and a community, for ensuring that community personnel had been utilized to the best of their available skills.

#### Local Involvement

Another initiative that we are currently looking at is to establish a joint committee between a community and ourselves, to co-ordinate local involvement in projects. We are looking at working with the Department of Education to establish a private sector apprenticeship program. The term "local involvement" can involve any number of measures that we can enforce through our construction contracts. These are: use of local accommodation, which will provide spin-off jobs in the service area; the use of local labour on the job site; provision of training to local labour; the use of local subcontractors; the use of equipment from local companies; the use of local cartage, transportation companies; provision of materials by local suppliers; the use of local general contractors; and the hiring of general superintendents capable of on-site construction management.

The use of these measures obviously depends on the size, the scope, the location, the timing and the funding of the project and the availability of the goods or services in the local community. So it very much is tailored to a project basis. It is very difficult to come up with one set of rules and apply them to all our contracts in all our 50-odd communities. So we very much approach it on a contract by contract basis. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Paniloo.

MR. PANILOO: (Translation) Thank you, Mr. Chairman. This is not a question but rather it is a comment. In the communities in the Baffin Region, everything is more expensive than down south. Even the food costs 80 per cent more than down south. When you are going to try to get a contract you have to have money. Some of the Inuit people do not have enough money to even try to get a contract. I think that we should reduce the contract fees in the smaller communities because there are some people in our communities who are qualified educationally to get a contract. Even some Inuit people up north have hardly any money to pay the contract fees because the cost of living is so high and the money that they make is only enough to pay for their cost of living. This is only a comment; it is not a question.

CHAIRMAN (Mr. Wah-Shee): Thank you. General comments. If there are no further general comments, does the committee agree that we go into budget detail?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Does the committee agree that we deal with the capital first?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Wah-Shee): Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. Are we still under general comments?

CHAIRMAN (Mr. Wah-Shee): We are under general comments under capital. Mr. Gargan.

#### Use Of Steel Siding In Construction

MR. GARGAN: I would like to find out from the Minister what the energy efficiency is of a lot of the buildings that have been popping up in all parts of the North. Presumably with the buildings that have these steel sidings -- I would like to find out from the Minister what is the energy



efficiency of these buildings that have that type of siding rather than what is normally used like plywood siding or stick built siding. Has the government ever done any type of study concerning those particular types of siding that this government is so much in favour of using these days?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. That is a rather difficult question to answer because there are different standards for different parts of the North. However, it is our practice to design to the highest energy efficiency possible with the amount of money that we are given. As a rule of thumb, I guess, we try to get most of our buildings as close to the R2000 model as possible. We do adhere to life cycle costs of the building and our energy conservation people have been extensively involved in the setting of energy standards. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Gargan.

MR. GARGAN: In the last two years I have done some travel, when I was on the special committee on housing, to visit communities in High Arctic and also in the Eastern Arctic, in Hudson Bay and also the Western Arctic. There seems to be a standard used and it is steel siding that is used in most of the communities. I am just wondering why this government is using it and what is the Minister referring to when he refers to the term "R2000". What does he mean by that?

The community hall in Fort Good Hope, for example, is log built and the community hall in Inuvik is stick built. And these steel sided buildings, too, that are now coming up as a standard more than anything else. I am just wondering whether it is because of the energy efficiency of steel siding or is it just as cheap to build them with steel siding or cheaper to transport them to high cost places? I really do not know, I am just trying to find some reasons why they are using these steel sided buildings.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. The term, R2000, is used essentially to describe a balance in the construction of the building in terms of energy efficiency. An R2000 house would probably be R35 in the walls, R40 in the walls, R50 in the floor, R50 in the ceiling. Now the narrow sided buildings, again depending on what they are, if they are hockey arenas then obviously in the hockey arena part, we do not want to achieve this type of energy efficiency in there because there is no heat in the first place, or very little heat, and to try to achieve that type of energy efficiency would put the cost of most of these facilities out of our jurisdiction. But in terms of narrow sided buildings, those are the buildings that are being put up, I guess essentially, because they are faster to put up than stick-built. That more than anything -- there is no real difference in the cost. The prefabricated, in some cases, may be cheaper and in other cases, they may not be. The costs are around the same. I think the major reason is just the ease of putting them up. They are very easy to get and they are very easy to construct.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.

MS COURNOYEA: A question, Mr. Chairman, to the Minister responsible for Public Works. In the negotiations with the federal government when the negotiations go on for highways expenditures, for work on behalf of third parties, for the Department of Indian Affairs, what influence does the Minister feel he has in dictating under a certain amount of capital moneys where the priorities are to be developed, in particular, with highways?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Sometimes I think I have a lot of clout and other times I figure I have got no clout depending on who we are dealing with on that particular day. To start with, there is very little money in that budget. We recommend to them where we think the money should be going. But at the bottom line, it is their decision -- which they are not averse to telling us from time to time. Sometimes we win, sometimes we lose. We tend to come at it in terms of northern priorities, they tend to come at it in terms of national priorities. Our argument has been, well, surely northern and national can be one and the same. Obviously, what is good for the North is good for Canada. However, the federal government on a good number of occasions does not see it that way. So, how much clout do we have? I would say, on a scale of one to 10, maybe four, maybe five, if we are lucky.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.

### Priorities For Highway Construction

MS COURNOYEA: Mr. Chairman, I wonder if the Minister could say what he is promoting when he is dealing with the federal government. Where does he put or the Executive put their priorities in their deliberations? Where are they negotiating the priorities for, at this time?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. Really, the emphasis is on two main areas, again because of the really small amount of funds available. There is not much emphasis we can make but the two areas where we have been trying to negotiate money are in the reconstruction of the existing highway system, which in some areas has deteriorated very badly and ultimately we hope to, you know, pave quite a bit of that highway, and in the community access policy. We are trying to get them to put money into that. In terms of new construction of highway, we have little or no input whatsoever. In fact, in the regular extension our involvement was almost nil. On new construction they make nearly all of the decisions.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, I understand that it appears there are basically two agendas. One agenda deals with not the big pots of money but I am interested in the larger pots. I have a clear understanding of where the Minister is coming from on the more minor types of projects and improvements to highways. However, on the bigger agenda, you know, there was an initiative in Marcel Masse's announcement on arctic initiatives, that they were going to look at projects that would probably work to alleviate some of the problems in the downturn of the economy and I know that there were a large number of proposals or suggestions put forward to the government. I guess I am looking at the other agenda item where this government is probably in talks with the federal government on the larger development plans for access in other areas of the NWT. Some of the projects were identified as Tuk/Inuvik highway and maybe a highway into the Keewatin and then the ongoing development of the Mackenzie highway up to the Sahtu region. So given that these things are on the agenda and the Minister probably is in ongoing discussions and the Executive probably is dealing with trying to set the priority among these various proposals, what is he, as Minister in charge of this agenda item, putting forth to the federal government in those deliberations and negotiations as number one priority, number two, three, four, etc.?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

### No Federal Plan For Northern Transportation System

HON. GORDON WRAY: Thank you, Mr. Chairman. My first priority is to get them to talk to us about new construction and to get them to agree to sit down with our government, if we have to, and develop a joint transportation policy. The problem that we have is that the federal government has no rationale or coherent plan for the development of the transportation system in the North. No such plan exists. On paper they have \$100,000 on planning for Inuvik/Tuk and they did spend some money on the extension to Wrigley last year and the completion this year. But there is no policy that exists between our two governments that shows clearly what our two governments should be working for and what objectives we are aiming for. So my first priority is to get that type of framework established.

One of the reasons we have to do that is, for example, this coming year the federal government is only proposing to spend four million dollars in new construction in the NWT -- and four million dollars in terms of highway construction is a pittance; it is four miles of road if you are really lucky. We feel that, really, until there is a coherent transportation policy for the North and a federal policy, there will never be any chance or way of getting the federal government to commit substantial amounts of money to the North. If and when we get the go-ahead -- and through one of the joint task forces we are hoping to get them to put personnel and money aside to develop that policy -- within the framework of developing that policy I think is when the objectives and our priorities will start to come forth.

There is a substantial difference in our priorities right now, given that both parties come at it from totally different angles. Off the top of my head, knowing essentially the Legislature's feelings and where we should be putting our energies, I would say that probably the extension of the Mackenzie highway to Inuvik and the paving of that highway would probably be at the top of the list. That, I would say just roughly, is where the major thrust would be if they ever made any major money available.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, I guess I understand the problems with the talks with the federal government, what those are, but what I was really asking is that as a government and as Minister responsible for Highways, is there a plan developed from the priorities that he sees in the NWT, that has been put forth to the federal government rather than just a list? Say for example, if various agencies do not come out with a plan, sometimes it is of benefit to put one forward in lieu of that. But for example, has the Minister developed a plan which sits on the table, where there might be a scheme that is being proposed to the federal government, where it is desired that each year there are so many million dollars to spend on highways -- within a modest proposal, I suppose -- and then identify that over a 10 year period? Is there such a proposal developed and being presented or has it been presented to the federal government?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: No, such a proposal has been developed. We felt that unless we got them to agree to work with us, there would not be much point in putting that proposal forward. Because essentially we have absolutely no idea how much money they would be able to commit and when they would be able to commit that money. On the smaller amounts, the reconstruction money and the new money, we do indicate to them, obviously, from year to year, where we think the money should be spent. As I say, on the reconstruction side we have a bit of a clout, and on the new highway side we have almost none. They are very jealous at protecting, particularly, the new construction money.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, just an item for consideration if such a policy is being developed or a forethought into the future on what might be possible. Just for the record, in order to make the best access south to north, would the Minister not think that perhaps the Mackenzie highway developed as far as the Sahtu region would be in order, but then stop at that region and then develop the Tuk/Inuvik highway, because we can always get out through the Dempster highway. So in terms of developing a plan, I would like to see that this type of approach be considered and everyone will have access to somewhere.

CHAIRMAN (Mr. Wah-Shee): General comments. Mr. Paniloo.

#### Funding For Community Access Roads

MR. PANILOO: (Translation) Thank you, Mr. Chairman. I have a further question. First of all I would like to comment. In communities nearer to Yellowknife they have good access, transportationwise, and also I could go on the highway if I wanted to go caribou hunting. But in the Baffin and Keewatin and Kitikmeot Regions, those communities have only roads going to water reservoirs or dumps. I would like to get some information from the government whether we could obtain some funding. The Baffin, Keewatin and Kitikmeot have very short roads, not like highways. Do you also get funding from the federal government for those or is there no funding available for the smaller communities? When you try to get funding from the federal government, do you include those small communities? When you are negotiating for funding, do you include the small communities, because they have very short roads. I think that we should have better roads as well. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. I agree that communities in the East should have some type of transportation system as well. What we have been trying to do is to negotiate what is called the "community access" policy, with the federal government. We found that they had a policy on paper but as usual with the federal government, there was no money in that policy. Essentially, what that access policy would do would be to provide for small roads, not major highways but roads, to be opened up to potential tourist sites, to things like soapstone deposits, gravel deposits, water, recreation areas, to allow some type of access out into the land for community residents.

I think this year we have been successful in getting them to put \$500,000 into the policy. Again, \$500,000 in the scope of things is nothing. I think what we have to do and what I have been trying to say to the federal government and hopefully what the joint task force will say is that nothing



can go ahead in the North, or there can only be limited economic development in the North, until we have some type of coherent transportation policy, which not only addresses highways in the West but highways in the East, airports in all communities, proper docking facilities which would, I think, be extremely important in Baffin because, speculating into the future a little bit, I think it will be a long, long time before you would ever see any type of major highway development in Baffin, for example. But I think if there was a development of a proper docking policy for Baffin that allowed good access by a coastal boat in the summer, or even to bring in larger ships for tourists, then we may be able to do something with the Baffin economy by developing that as opposed to a highway system.

#### Transportation Network Master Plan Needed

But really nothing will happen until we can get the federal government to agree that there has to be a joint federal/territorial transportation policy which lays out essentially a master plan for the development of a transportation network in the North over the next 20 to 50 years. You know, 50 years can sound like a long, long time and it is a long time, but the scope of the work, the magnitude of the work and the money that would be required to put that kind of system in place is going to take that long.

We talk of a highway in the Keewatin now. My speculation would be that unless things change, it will be many, many years before you even see a highway in the Keewatin, which actually is a relatively easy place to build a highway. The money just is not there. The federal government does not have the money. They appear unwilling to put any money into it at this time. So, all I am left with, as I say, is \$500,000 in this community access policy to distribute across the whole Northwest Territories. So I really think we can pick away at it over the next few years, a little bit by little bit and pave 10 miles of highway one year and 30 miles the next and five the next, but until we get the federal government to realize the importance of having a master plan for transportation in the North, we are not going to proceed much further than we are proceeding now.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Paniloo.

MR. PANILOO: (Translation) Thank you, Mr. Chairman. I have one more question. Thank you very much for informing me. That \$2,155,000, will it be used for the Baffin Region? Thank you.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. I do not know if I got the wrong translation or I missed something, but the figure \$2,155,000 came out of somewhere. I am not quite sure what figure that is.

CHAIRMAN (Mr. Wah-Shee): Mr. Paniloo.

MR. PANILOO: (Translation) Thank you, Mr. Chairman. In the 1987-88 main estimates on page 11.16 and it is for 1987-88 for building highways. My question was, will this be expended only in the western area or will this also be expended in the Keewatin or Baffin? Thank you.

CHAIRMAN (Mr. Wah-Shee): Mr. Paniloo, we are dealing with the capital right now, on page 8.09. We will be dealing with the operations and maintenance after we have completed the capital budget. However, if the Minister wishes he can respond to your question. Mr. Minister.

HON. GORDON WRAY: Thank you. The \$2,155,000 the Member is referring to is the O and M component of our highways/design and construction and the vast bulk of that money is salaries for the people who design the highway system.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Paniloo.

MR. PANILOO: (Speaks in Inuktitut. No translation)

CHAIRMAN (Mr. Wah-Shee): Ms Cournoyea.



MS COURNOYEA: Mr. Chairman, it might appear that what I have to say is with tongue in cheek but I realize that the Minister responsible for Public Works and Highways is well respected for his ability to pursue negotiations with the federal government and we certainly appreciate that. I was going to ask if he had the opportunity of weighing the cost benefit analysis with the federal government as to whether they should spend the money on a polar icebreaker or roads to resources.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: That is one of the areas where we have no impact whatsoever. I have made my comments known but again, there were national priorities which took precedence over northern priorities. Certainly if they had asked us for our opinion, we would have given it to them. I have indicated to federal officials in the Ministry of Transport certainly what I thought of it, but I do not think they took much notice of my comments.

CHAIRMAN (Mr. Wah-Shee): Thank you. Does the committee agree that we get into the detail of capital? Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Directorate

Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): We are on page 8.09, detail of capital, directorate, buildings and works, headquarters. Total headquarters, \$45,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital

CHAIRMAN (Mr. Wah-Shee): Total buildings and works, \$45,000. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Just a question of the Minister. Does this department do all renovations of office space for the entire government? Does it include office renovations, for example, for the Housing Corporation or does the corporation do it themselves? Does the Department of Public Works do these kinds of renovations for the Housing Corporation, for example?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. It is split. In Yellowknife, they do their own but in the regions we would do it for them.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Then the million dollars and change that you have for office renovations in Yellowknife would not involve the Housing Corporation renovations to any offices that they have. Is that correct?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: If the Member is referring to the \$1,089,000, then, no, none of that money is allocated for the Housing Corporation.

CHAIRMAN (Mr. Wah-Shee): Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Could the Minister indicate to me where renovations have been done in Yellowknife or at the headquarters level that require that kind of expenditure?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. There is money allocated for renovations to Education's resource centre; the renovations in the courthouse for the Department of Justice; renovations to the Laing Building; renovations in the Keewatin Building; government mail room; and renovations for the office space for Economic Development.

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. Total buildings and works, \$45,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Mr. MacQuarrie.

MR. MacQUARRIE: I am dealing with the same matter, the \$1,089,000 proposed for renovations in the coming year.

CHAIRMAN (Mr. Wah-Shee): I think you are one page ahead of us. We are on page 8.09. We are dealing with the directorate. If you follow my lead, I am trying to keep up with the rest of you. Order, please!

Directorate, Total Capital, Agreed

Total buildings and works on page 8.09, \$45,000. Total directorate, \$45,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Accommodation Services

Buildings And Works, Headquarters, Total Capital

CHAIRMAN (Mr. Wah-Shee): Thank you. Now we are into page 8.11, detail of capital, accommodation services. Mr. MacQuarrie.

MR. MacQUARRIE: Thank you. I am on the right page now. We see under the heading "accommodation services" that the renovations result from reorganizations within departments, transfers from the federal government and the decentralization of person years to various communities. Certainly, the third element would not apply to the headquarters renovations, \$1,089,000. So it must be between reorganization and transfers. You did mention that in this budget there are renovations for Economic Development. Could you please explain that a little further? I was under the impression that Economic Development was planning a move to new accommodations in the coming year. So what renovations would you be talking about?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

Government Pays For Leasehold Improvements

HON. GORDON WRAY: The money for Economic Development is for leasehold improvements. We pay for the leasehold improvements on any lease or any space that we lease -- dividers, walls, telephone connections, wiring, whatever the requirement of that department happens to be. And they vary from department to department. We pick up the tab for the leasehold improvements.

CHAIRMAN (Mr. Wah-Shee): Mr. MacQuarrie.

MR. MacQUARRIE: What portion of the \$1,089,000 is anticipated for the leasehold improvements that would be required if Economic Development were to move from where it is now to wherever it intends to move?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. It is \$210,000.

CHAIRMAN (Mr. Wah-Shee): Thank you. Accommodation services. Buildings and works, headquarters, total headquarters. Mr. MacQuarrie.

MR. MacQUARRIE: I expressed concern in the general comments about the budget, about moves by government departments, not as a professional in the area but just as an observer from time to time. It does seem to me that there is an awful lot of movement going on. The question to you is: What control does the Department of Public Works have in respect of departmental movements? Do departments just move when they want to move, or do you have some control over it?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

DPW Exercises Standards And Criteria For Departments

HON. GORDON WRAY: The only control that we have is in the exercise of the standards and criteria for departments. In other words, there are standards which lay out how much space a department is allowed as per the number of PYS that it has, what size the offices should be for the type of position that they have, lighting standards. That is the only control that we have. If a department is going to move, the Department of Public Works and Highways cannot say, "No, you cannot move." That department would go to the FMB and request money and approval to do that and then the FMB would grant that. But the Department of Public Works has no control.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. MacQuarrie.

MR. MacQUARRIE: Is there any control -- I gather there would be some but if you could explain it -- over the renovation decisions that are made? You know, can a department merely ask for whatever renovations it would like, at whatever cost, within reason?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: We have a policy and they must meet our policy on renovations, for example. They cannot just ask for anything. We have very strict policies and standards on what they can and cannot get. There are negotiations from time to time but by and large we try to stick to our policies.

CHAIRMAN (Mr. Wah-Shee): Thank you. Accommodation services, buildings and works, total headquarters, \$1,089,000. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. The renovations that are being made here, not just at the headquarters level, but in the other regions as well. That is the extent to which you have been asked as a service department to do renovations for any kind of government buildings for this coming year, or do you anticipate having further requests for renovations in various areas, headquarters included?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

DPW Budget Moneys All Allocated

HON. GORDON WRAY: The moneys that we have in our budget are all allocated. We have no outstanding requests. However, unless this is an unusual year, before the year is out, there will be several requests but those requests have to be made through the Financial Management Board because, obviously funds are needed and therefore any requests like that would have to first of all go to FMB before they would come to us.

CHAIRMAN (Mr. Wah-Shee): Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. I would expect that that Financial Management Board chairman, the Minister of Finance, given what he said, I guess, two or three weeks ago or however long we have been here, in response to a question, that there is not any more money for any kind of supps like that -- I would expect that the Minister would then, of course, turn those down. You have used up what you plan in supplementaries, or you are going to, fairly rapidly.

I guess my concern is, Mr. Chairman, that if the government is embarking upon certain particular initiatives, it will obviously have to take into consideration some kind of change to buildings whether they are leased or whether they are government buildings in other areas. But I understand, from what the Minister says, that all your leased accommodation capital moneys have been allocated. That is the total that you have now, so that if the government did embark upon any kind of initiatives, if there were changes or renovations having to be made to certain particular buildings, whether you lease them or whether they are government buildings, you would have to start manufacturing some kind of money somewhere. Or somebody else is hiding some. Take from Culture and Communications or whatever -- what have you got down there? Culture? I guess the concern is that, it seems to me, the government is going to embark upon certain initiatives that will require these and I am kind of concerned how your department is going to handle those requests.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

Devolution Negotiations Include Money For Needed Office Space

HON. GORDON WRAY: If I could have an example, it would help me. The only initiatives that I can see, that I could think of, for which there is not money in here would be perhaps in the area of federal devolution but in the devolution negotiations we ensure that money for any needed office space is included in the money that is transferred in. I am not aware of any others. I am sure the Member has an example that he is about to give me, though.

CHAIRMAN (Mr. Wah-Shee): Thank you. Accommodation services. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Well, obviously the government is decentralizing or intends to decentralize -- there have been some areas that have undergone decentralizing now. You have made certain changes in the Keewatin, the Kitikmeot area; I would expect that those renovations that are required are in these particular amounts that are in your capital budget. But not all the decentralization, as I understand, that the government is intending to do is complete. So, I think that there are examples there. Perhaps there has been a change in planning but I think those are classic examples.

CHAIRMAN (Mr. Wah-Shee): I take it that is just a general comment. Mr. MacQuarrie.

MR. MacQUARRIE: So I have it clear in my mind, Mr. Chairman, I understand that if a department would like to reorganize and make a physical move, the Minister for that department must take the financial request to the Financial Management Board where it would be approved or perhaps it would not. But, if that is the way things work, do I understand that there is no particular body charged with sort of rationalizing the whole government plan? That is what you seem to be saying, in a sense. That they are all independent decisions that are made and you have to live with them. Am I correct in saying that there seems not to be a body charged with that?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Not quite. We are charged with looking after the rationality of it. How it would work would be that a department would, for example, decide, probably with its Minister, that they want to reorganize and because they were getting so many more people and needed X amount of space, they would then come to us and say, "Look, we have 50 people and are expanding to 75. We are going to need more office space. Look at it for us." We would look at it. We would go back to them and say, "Well, as per the policy and the standards, we cannot put 75 people in the space that you are presently occupying so you are going to have to have your 25 people somewhere else." They might say, "Well, we want to keep everybody together." So we would try to work out a plan to keep their 75 people together or relatively close to each other and perhaps utilize the space that they vacate for another government department.

Financial Management Board Must Approve Changes

In any event, once it is all done, the department will have been given a figure from Public Works and Highways of how much it is going to cost and what options are open to them. The Minister responsible will then sign a joint submission to the FMB, signed by myself and the Minister responsible for the department, essentially saying that we have looked at it; this is how much it is going to cost; it meets all of the policies and standards that as a department we have. That Minister would then take it to the FMB for approval. So I think there are some checks.



Obviously, if a department comes to us and says, "Well, we have 10 new positions and we want to give them 1000 square feet each to work in," as a department we would say, "Well, we are sorry but that is not allowed for in the policy. You are entitled to 120 square feet per position." So there are those checks and balances. But as to dictating to the program departments whether or not they should reorganize or whether or not they should acquire new space, no, we are not in a position to do that. I think we are in a position to advise them if their requirements are such that they need new space or we can tell them that, you know, we can lay out your floor plan so that you can accommodate everybody on one floor. But if they come to us and say, "We are in this old building, we want out of it" and they really push their case, then our reaction would be "Well, take your case to the FMB then." We would not try to dictate to them.

CHAIRMAN (Mr. Wah-Shee): Thank you. Accommodation services. Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, just as a general question. In the takeover of, not the office and the Arctic College facilities, but in the takeover of some of the buildings or the various buildings in Inuvik -- these are accommodations -- who is doing the negotiations for the takeover of those units and what are the general parameters of that takeover right now?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

DPW Negotiating To Take Over Buildings Free Of Cost

HON. GORDON WRAY: Thank you, Mr. Chairman. The Department of Public Works is undertaking the negotiations and the only parameter that I have given to my officials is that we get them for free. We are negotiating on that basis.

CHAIRMAN (Mr. Wah-Shee): Ms Cournoyea.

MS COURNOYEA: I realize that, but at the same time, even though you get them for free, there are a number of people waiting to be moved in because of the fact that the few units that have presently been taken over require upgrading and I believe the upgrading is being paid for by this government in some department somewhere. The intention is to take over more, but I was just wondering, in that, where are the projections on the cost of the upgrading after you take them over for no cost, initially, or one dollar cost?

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

HON. GORDON WRAY: Thank you. We have not allocated any money to upgrade. We are taking them on an as is basis at present. That is one of the reasons why we are insisting on either a free or a one dollar turnover.

With regard to where the negotiations are, we do not have a final answer yet. Apparently it is in Treasury Board. There was some hang-up on who could actually transfer the buildings to us. Public Works Canada had to transfer the buildings to Indian Affairs, who then could legally transfer them to our government. The housing is still in Treasury Board and we are awaiting our reply.

CHAIRMAN (Mr. Wah-Shee): Ms Cournoyea.

MS COURNOYEA: In the positive supposition that you will be getting those buildings, where will the funding be to do the upgrading? I believe that there are a number of units now that are presently being worked on. In anticipation that the results will be positive for the takeover, how and which department will be coming back for funds to upgrade those units?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: We do have some maintenance funds in here, but we have no major amounts identified for reconstruction. Our intention is to do maintenance on them and we have identified some maintenance money in the O and M estimates.

CHAIRMAN (Mr. Wah-Shee): Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, could the section where it is identified be made known as well as the approximate amount?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. It is in the main estimates on page 11.13, O and M, and is approximately \$300,000. That essentially is the maintenance repair funding for the housing.

CHAIRMAN (Mr. Wah-Shee): Accommodation services, buildings and works, headquarters. We are still on headquarters. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Could the Minister indicate to me what communities you lease staff housing in? Are you leasing a large number in, say, the headquarters level or are you leasing units in other communities? Where do I find the amount of money involved there for this?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. This is also in O and M in the main estimates and it would be on page 11.12.

Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. We are dealing with capital. We will deal with O and M later. Accommodation services, buildings and works, headquarters, \$1,089,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Fort Smith, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Fort Smith. Total Fort Smith, \$159,000. Agreed?

SOME HON. MEMBERS: Agreed.

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Buildings And Works, Inuvik, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Inuvik. Total Inuvik, \$48,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Baffin, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total Baffin, \$320,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Keewatin, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total Keewatin, \$369,000. Mr. T'Seleie.

MR. T'SELEIE: Mr. Chairman, I wonder why in the Inuvik total for office renovations the total is very low compared to the totals for the Baffin, Keewatin and Kitikmeot. What is the reason for the big difference?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. There has been new staff added there over the last two and three years and they require new office space.

CHAIRMAN (Mr. Wah-Shee): Thank you. Total Keewatin, \$369,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Kitikmeot, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total Kitikmeot, \$379,000. Mr. Angottitauruq.

MR. ANGOTTITAUURUQ: Thank you, Mr. Chairman. I would like to get an indication of what offices in the Kitikmeot are going to be renovated.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. There is relocation of Social Services in Cambridge to Enokhok. In Spence Bay there are an additional 1000 square feet on the GNWT office. There are leasehold improvements in Coppermine and there are various minor projects in the region. The major ones are Coppermine, Spence Bay and Cambridge Bay.

CHAIRMAN (Mr. Wah-Shee): Thank you. Total Kitikmeot, \$379,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total buildings and works, \$2,364,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Equipment acquisition, headquarters, \$150,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total equipment acquisition, \$150,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Accommodation Services, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total accommodation services, \$2,514,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works

Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Buildings and works, detail of capital on page 8.14. Buildings and works, headquarters, \$275,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Inuvik, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total Inuvik, \$250,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital

CHAIRMAN (Mr. Wah-Shee): Total buildings and works, \$525,000. Agreed? Mr. T'Seleie.

MR. T'SELEIE: Mr. Chairman, I would like to know where the department is involved in heat recovery projects and whether or not anything substantial is coming out of it. What I am thinking is, for instance, is there any place in the North where the government is taking waste heat from NCPD and using it to heat a school or is this simply an experimental project?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. No, it is not on an experimental basis at all. We have had some major successes in the recovery of waste heat. The first system was put in place almost 10 years ago in Cambridge Bay and systems have since been installed in Rankin Inlet, Igloolik, Pelly Bay, Lac la Martre, and I believe Sanikiluaq. The 1987-88 program will be the design of installations for Fort McPherson, Cambridge Bay, Coppermine, Aklavik, Spence Bay, Rankin Inlet, Lac la Martre and Igloolik. The recovery, and we have figures on actual recovery, for example, in Fort McPherson the recovery would be a pay-back of 9.3 years. In other words, after 9.3 years the cost of installing the system will have paid for itself. In Cambridge Bay it is four years; Coppermine, four years; Rankin Inlet, one and one-half years. So we do very detailed cost recovery designs and we can tell you exactly how long it will take for that system to pay itself back.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. T'Seleie.

MR. T'SELEIE: I would like to ask about the item for school repairs in Tuktoyaktuk. Why does it not appear in the Department of Education? As well I would like to know why this item in the 1985-86 actual figures was up around five million dollars according to our books and the next year it went to \$898,000 and you know that is a big change. I would like to know why that is. The reason I ask is that in the books that we have before us, this department is for maintaining schools and hostels, staff houses, garages, warehouses, tradeshops, office buildings, and I just am kind of surprised that it is only going to cost \$525,000 to do all of that. I would like to have it clarified for me.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: These are our only two capital projects. We have any number of major maintenance programs which are in our O and M estimates which will repair buildings. But these are large enough that they go into capital.

Repairs To School In Tuktoyaktuk

The Tuk school; we are in the process right now of, jointly with the Department of Education, doing a complete analysis of the Tuk school to see, in fact, whether it is worth spending major amounts of money to fix it up or whether, in fact, we should simply replace that existing school. This



school is in extremely bad shape. This figure, the \$250,000, is simply to correct some major deficiencies to allow school to continue because we were at the point where classrooms, on occasion, had to be evacuated. We have had to do some remedial work in the interim to make sure that the health and safety of the children is okay and to make the school workable. Really, all this is is a figure to fix it up until such time we decide as to whether or not we are going to construct a new school or do major renovations to the existing school. There are substantial amounts of money in the O and M budget -- not substantial but there is money in the O and M budget for renovations or normal maintenance on other government buildings. This is just what you call very extraordinary work.

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total buildings and works, \$525,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Vehicles And Equipment, Equipment Acquisition, Headquarters, Total Capital

CHAIRMAN (Mr. Wah-Shee): Vehicles and equipment. Mr. Gargan.

MR. GARGAN: I directed a question to the Government Leader a couple of days ago concerning a couple of accidents where young children were killed due to service trucks backing up. I directed a question as to what this government is doing with regard to eliminating some of that particular concern that most of the communities would be concerned about. Has there been anything done in that area since those two accidents occurred? In my own constituency, they are still using service vehicles as a base for delivering water and for sewage pump-out and fuel and stuff like that. I want to get an answer from the Minister on that.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Obviously, safety is one of our top priorities and we are constantly looking at ways to protect and promote safety in the communities. We have been requested to look at other designs for municipal services vehicles and we are in the process of taking a look at them to see if in fact they would be appropriate.

CHAIRMAN (Mr. Wah-Shee): We are on page 8.16, vehicles and equipment, equipment acquisition, headquarters, \$232,000. Mrs. Lawrence.

MRS. LAWRENCE: Mr. Chairman, regarding the vehicles and equipment at the community level, will the department consider replacing some of this equipment, especially the water trucks? A truck that is known as cab-over. I understand these trucks are easier to manoeuvre near and around the houses and it is much safer and you can see over for the safety of the children. Since two children got killed in my area, I just wondered if we start budgeting for such vehicles now in our capital, eventually all this equipment will be replaced by such special design vehicles.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: As I indicated to Mr. Gargan, we are looking at the cab-over design to see if it could be modified to meet the requirements for our vehicles. The vehicles in this section are not municipal service vehicles, there are in-house government vehicles. Crew-cabs, snowmobiles, trades vans, the municipal services vehicles, water trucks, garbage trucks, sewer trucks are contained in the Municipal and Community Affairs budget but DPW is responsible for assisting the Department of Municipal and Community Affairs to purchase the vehicles. We are aware of the concerns and we are looking at them.

CHAIRMAN (Mr. Wah-Shee): Mrs. Lawrence.

MRS. LAWRENCE: Mr. Chairman, individuals that would be driving these vehicles should have some kind of safety guidance given, or even a test, regardless of how small the community is. Some individuals are not aware of the proper procedure that has to be taken. They should not be taken off the street and expected to drive. They should be given some kind of test to make sure that they are qualified so that they are very careful when they are driving these vehicles.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: I think there are two areas the Member is talking about. The first one is that within Municipal and Community Affairs we are just now starting to develop training packages for the communities. Training for hamlet mechanics, hamlet foremen to allow them to make sure that the staff under them are doing everything they should be. In terms of driving the vehicles, every driver of a vehicle is required to have a licence and that licence has to be compatible with the type of vehicle he is driving. If that individual has a licence then we must assume he is capable of driving that vehicle. Neither Municipal and Community Affairs or Public Works has any control over licensing of drivers.

CHAIRMAN (Mr. Erkloo): Mrs. Lawrence.

MRS. LAWRENCE: Mr. Chairman, I do not believe that we should sit here and assume so and so knows exactly what to do, because anybody can try to get into a vehicle and drive whether they have a licence or not. I think this is one of the directions that should be taken by the department, that all drivers must have a licence or have a written test done so that they can be very careful. I just do not believe that it is safe enough for us to sit here and assume. We have children dying on us and I just do not believe that we should take it that lightly and say that we assume that they have a licence. Safety measures should be taken.

CHAIRMAN (Mr. Erkloo): Mr. Minister.

Government Employees Driving Vehicles Have Appropriate Licences

HON. GORDON WRAY: All government employees who are engaged in driving for the Government of the Northwest Territories have the appropriate licences. They cannot get the job unless they have the appropriate qualifications. As to what other employers do, I do not know; I do not control what other employers do. All I know is that anybody working for my departments driving heavy equipment or any vehicles must have the proper qualifications and the proper licences. There is no assumption; they have to have them or they do not work for us.

CHAIRMAN (Mr. Erkloo): Mr. Gargan.

MR. GARGAN: I would like to ask the Minister, for service vehicles that are delivering water and for sewage pump-out, are those employees of the government, this government, or are they employees of the municipalities? If they are, I wonder if any directives are given to the municipalities with regard to safety of residents at large in the communities? I could use Fort Providence as an example. You have one driver who is driving a fair sized truck that delivers water or pumps out sewage. If that happens, it is difficult for the person to drive such a big vehicle backwards and try to hit the mark every time. There are times when damage is done to the house because they hit the water tank or the side of the stairs or something like that. It also does some damage, too, to the vehicle when the service roads are not wide enough, so these vehicles end up in the ditches. I am just wondering whether a buddy system would be a lot better than maybe trying to find a vehicle that would eliminate some of the dangers. I feel that a buddy system is the only way that will eliminate any type of danger to the residents. Then you have a person standing at the back actually giving directions and making sure that there is not anybody around the vehicle. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Erkloo): Mr. Minister.

Municipal Service Operators Are Not Government Employees

HON. GORDON WRAY: Thank you. No, these people are not employees of the government, they are employees of the municipalities or the settlement councils or the band councils or private contractors. It really depends, I guess, on every community who they are employed by, but they are not employed by the government. As a department, we do not issue directives but I know that the

safety division of the Department of Justice has put out quite a bit of material on safety. But I think, by and large, we leave it to the employer to ensure that his employees are properly trained or to take sufficient precaution so as to prevent the incidence of accidents. You obviously are not going to prevent all accidents. All you can do is hope to eliminate most of them. But really, it is up to the individual employer to do that. In legislation, we have a number of practices that employers must undertake to prevent accidents in the work place. But in terms of municipal service operators and that, no, they are not employees of the government.

CHAIRMAN (Mr. Erkloo): Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. I would just like to ask the Minister, I do not know whether this is appropriate or not, but under the Workers' Compensation, which costs more, to compensate a guy if he is hurt or when he is on salary? Which is higher? What does it cost this government to compensate a guy, as opposed to if he was on salary? I would assume that being on salary would be slightly higher but I would think that these types of things are also weighed against the possibility of an accident occurring. I just wonder whether this department does have close ties with the Workers' Compensation Board.

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: No, Mr. Chairman, we do not.

Vehicles And Equipment, Equipment Acquisition, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Erkloo): Thank you. Total headquarters, \$232,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Total Capital, Agreed

CHAIRMAN (Mr. Erkloo): Total equipment acquisition, \$232,000. Agreed? Mr. T'Seleie.

MR. T'SELEIE: Mr. Chairman, I wonder if I could know why the figure for this year is a lot less than last year. I remember asking about maintenance of government equipment last year and I recall being told that the GNWT owned 1400 trucks and cars in the Northwest Territories. I am just wondering whether you own less, or what?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. I referred to that in my opening remarks. The Executive Council this year, in attempting to make more money available for programs, directed the department to slash its on-government expenditures. There were five areas in which we were directed to do that: accommodation services; buildings and works; vehicles and equipment; marine; and highway maintenance. As a result of the Executive Council direction, we had to cut our capital from \$3.5 million last year to \$700,000 this year. The vehicles and equipment went from \$1,023,000 last year to \$232,000 this year. So we cut about 78 per cent of that budget out. We felt that it was more important to free up some money to build things like community buildings or recreation facilities than to buy equipment or tools or replacement furniture for staff houses and that is why you see a major cut in this expenditure. It is about a 78 per cent cut from last year. Not that we did not need it. It is just that we decided to put the money somewhere else for at least one year.

CHAIRMAN (Mr. Erkloo): Total equipment acquisition, \$232,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed



Vehicles And Equipment, Total Capital, Agreed

CHAIRMAN (Mr. Erkloo): Total vehicles and equipment, \$232,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways/Design And Construction, Buildings And Works, Headquarters, Total Capital

CHAIRMAN (Mr. Erkloo): Highways/design and construction, buildings and works, headquarters, total headquarters, \$11,948,000. Agreed? Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, you are on highways/design and construction? On page 8.17?

CHAIRMAN (Mr. Erkloo): Yes, we are.

MS COURNOYEA: In the objectives here it says: "In addition, the activity is responsible for implementing many road, bridge, airport, and land development projects in communities across the Northwest Territories." Where is the "airport", in reference to the airport in this category of the objectives of department? Where is that outlined and what is it?

CHAIRMAN (Mr. Erkloo): Mr. Minister. Go ahead, Mr. Minister.

HON. GORDON WRAY: Thank you. I am not quite sure I caught the question there. There is no airport money in here.

CHAIRMAN (Mr. Erkloo): Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, I realize that, but in the activity and I believe it is the second sentence, it says: "In addition, the activity is responsible for implementing many road, bridge, airport, and land development projects in the communities across the Northwest Territories." With reference to the word "airport" in the objective, what does that relate to and which airports have implementation that you are talking about, since there is not any funding in here particularly earmarked for airports?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. That is the work that we undertake on behalf of the Department of Municipal and Community Affairs. Municipal and Community Affairs had a small amount set aside for some minor airport work and Public Works undertakes that work on their behalf.

CHAIRMAN (Mr. Erkloo): Ms Cournoyea.

Method Of Funding Work On Airports

MS COURNOYEA: In terms of that airport work then, the way it is written in this responsibilities area, does that mean that the Department of Public Works takes from its funds to do this planning, design? Is that not really calculated in the budget allocated to other departments? For example, if I had a \$25,000 or \$30,000 project and the project was identified in another area but the Department of Public Works is taking on the project as one of its responsibilities, would not that project responsibility be designated in and accounted for in that project, rather than having an ongoing expenditure from this department?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: Thank you. The money is contained within Municipal and Community Affairs and it is simply transferred to us as we do the work. Because most of the projects are of such a minor nature, we handle them with existing staff and it will be simply a receipt of a transfer of funds from Municipal and Community Affairs.

CHAIRMAN (Mr. Erkloo): Mrs. Lawrence.

MRS. LAWRENCE: Thank you, Mr. Chairman. I have two questions on page 8.18. The first one is on the community wharves program. Is there any money available to update wharves, the ones that are existing in a community? The other question I have is on the Sandy Lake access road. Just how long is that road? How far does it go? How many miles is it?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: Thank you. The money in wharves is all allocated. There is only \$620,000 in there. The Sandy Lake access road, I am really not quite sure how long that road is. It is about 14 kilometres in length, I am told.

CHAIRMAN (Mr. Erkloo): Thank you. Mrs. Lawrence.

MRS. LAWRENCE: Mr. Chairman, what is the department's priority on these access roads? I know that in my community of Fort Res, we have this access road that the people depend on and it is not just for recreation. They use it for spring and fall hunting. Last summer there was just no way they could get onto that access road and yet I see for the Sandy Lake access road there is so much money being spent on that. I just do not know what the department's priority is on these access roads. I wonder if the Minister can tell me.

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: Thank you. Are we on page 8.18, Mr. Chairman?

CHAIRMAN (Mr. Erkloo): Yes, we are on page 8.18.

Work Done On Nagel Road At Fort Resolution

HON. GORDON WRAY: I have a motion to make on this page on some of these figures which we are reshuffling. However, if the Member was referring to Nagel road down in Fort Res, we expended a considerable amount of money on that road even though we did not have the money for it. We had to find the money from within and then had to go to the federal government to convince them to give us some money. However, a recreation area is a recreation area. Whether you use it for hunting and trapping or whether you use it for going out to the cabin for the weekend, it is recreation. We put approximately 21,000 cubic metres of gravel on the Nagel road last year, as well as drainage ditch improvements, culvert installations and right-of-way brush clearing. We spent close to \$100,000 on the Nagel road; \$97,000 was spent on the Nagel road. It all went to Fort Resolution contractors. The work was done by Nuni (Ye) construction company. There are 200 metres of road left to do, which we will complete this year and they now have a road which is 5.5 metres in width and it is an all-weather road. So after the arguments we had with the federal government and getting the money and doing that work, I think there was a pretty good job done on that road by the department.

CHAIRMAN (Mr. Erkloo): Mrs. Lawrence.

MRS. LAWRENCE: Thank you, Mr. Chairman. With all due respect to the department, I do appreciate that. I know the department worked very hard on that. After we worked so hard on it, then we got all this, and I did not realize that they had spent that much money on that access road to Nagel channel. I guess why I am saying this is that when I was going to Sandy Lake and I was lost on that road -- it seemed like I was on it for a long time -- I never got to the end of it and it was a nice beautiful wide kind of a highway. I just felt that for a recreation road it was really well maintained and it was well done, so I was just wondering exactly what was happening. It was just more of a comment and I wanted to know exactly what was happening with recreation roads into these lakes. Mahsi cho.

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. I wonder if I could beg your indulgence and ask for a five minute recess, because I wish to make some changes in the figures which are contained on this page. We were unable to get the changes done before the main estimates went to print and I just need five minutes to consult with the Minister of Finance on the procedure, or yourself, on how I go about it.

CHAIRMAN (Mr. Erkloo): Does the committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Erkloo): We will take a five minute break.

---SHORT RECESS

We will come back to order. We are on capital estimates, page 8.18. Mr. Minister.

Changes To Dollar Figures As Shown In 1987-88 Main Estimates

HON. GORDON WRAY: I am advised that because the bottom line dollar total does not change, I do not have to make a motion. However, I am required to advise the committee on the changes that we will be making to the projects which are proposed on page 8.18. These changes are a result of the recommendations given to me at the standing committee on finance. In fact, they were only recommendations given to me and I acted upon them as I said I would. However, it was too late to change the printing of the main estimates document so I was not able to get the changes in there before the documents were printed. These are, as I say, a result of the recommendations made by the standing committee on finance.

What we will be doing is that the item identified as Sandy Lake access road improvements will be reduced from \$300,000 to \$50,000. The reconstruction funds for the Fort Smith Highway 5, from kilometre 61 to 96 will be reduced from one million dollars to \$700,000 or a reduction of \$300,000. The reconstruction for the Hay River highway, from kilometre 0.0 to 37.0, identified in here as \$3,650,000, will be reduced to \$3,450,000. The \$750,000 freed up as a result of those reductions will be allocated to the Fort Providence access road. We will not be asphaltting the Fort Providence access road this coming summer, even with the addition of that money. The reconstruction to the Fort Providence access road will take two years; \$750,000 in 1987-88 and an additional \$800,000 in 1988-89. The work in 1987 will include the widening, drainage improvements, and the production of granular material in preparation for the base and surface treatment in 1988. We intend to asphalt the Fort Providence access road at the same time as we are asphaltting the main highway itself, outside of Fort Providence. That is the intention of the department, Mr. Chairman, to reduce those figures accordingly.

CHAIRMAN (Mr. Erkloo): Any more general comments on this page? Mr. T'Seleie.

MR. T'SELEIE: Mr. Chairman, I would like to ask how, in the first place, if everything was done right and my understanding is that the budget process goes through a long period of consultation and all of those sorts of things, why is it that somehow or other in this book that \$300,000 is allocated to something that no one really thought was a good idea. Was there not someone checking into it?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

Traffic Volume Decrease Due To Mine Closure

HON. GORDON WRAY: A number of things happened which allowed us to make these changes. To start with, the announcement of the closure of the Pine Point mine made us relook at our traffic estimates. The traffic volumes, upon which we had based our budget, obviously are now going to decrease in a major way, with the closure of the Pine Point mine. Therefore, in the assessment of highway moneys, which relies heavily in a major way on traffic volumes, we reassessed the whole expenditure of moneys due to the closure of that mine. Certainly on the Sandy Lake access, and on the Fort Smith Highway 5 the same rationale comes into play with the closure of the Pine Point mine; traffic volumes then become reduced significantly, which puts them in a different category, a different priority. We were originally going to work from the junction of the Fort Res highway east to the Wood Buffalo Park boundary, which is a distance of about 35 kilometres. This year we will only go as far as the intersection of the Sandy Lake access road, which is nine kilometres north of the park boundary. We will do the rest of the work in future years.

On Hay River Highway 2, essentially because of the significant amount of work on the road last year, our original estimate for pavement resurfacing was \$3.65 million, but based on the fair amount of work that has been completed, and it was not until around December that we had the



analysis of the work that was done and what had been completed, we have now been able to refine our estimate to around \$3.45 million. Because of the reduction in traffic volumes, Fort Providence access therefore moves back up in the priority category list. Fort Providence access presently accommodates about 273 vehicles per day, as opposed to say the Rae access, which is about 380, but with Pine Point mine closing and with the good prices in Hay River Highway 2, this allows Fort Providence to move up, which means we can change some of our dollar amounts around. As I say, the standing committee on finance questioned me on it and what happened then was it made us go and relook at our statistics, consider the Pine Point mine closure, which was announced not long ago. Therefore that allowed us to make the necessary changes.

CHAIRMAN (Mr. Erkloo): Ms Cournoyea.

Fort Providence Access Road

MS COURNOYEA: Perhaps the Minister can provide us with long-term projections on how these change. I realize these roads are generally put in the forecast three or four years back, so it would be interesting to find out what were statistics used in 1983, 1984, 1985 and 1986. The other thing is that \$800,000 that would now be future years anticipated. According to the Minister's calculation, we will spend \$750,000 on the Fort Providence access road, so therefore I would assume that the future calculation of \$800,000 would go into future years anticipated. Where would there be reductions to make an allowance for the \$800,000?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: Thank you. We had already been planning on spending that amount of money in 1988. In fact, what we had planned on doing was spending about \$1.5 million in 1988, because we were going to do the Fort Providence access in conjunction with the reconstruction of the main highway itself. By going through the exercise of relooking at our projections and looking at traffic volumes, what we have been able to do is to now find \$750,000 this year, which will reduce the \$1.5 million that we were planning to spend in 1988, and that will allow us to put that \$750,000 into another project in 1988. But we had planned on spending about \$1.5 million in 1988.

CHAIRMAN (Mr. Erkloo): Ms Cournoyea.

MS COURNOYEA: Mr. Chairman, that may be the case, but it is not in the calculations for future years anticipated funding. So if you had planned to do that, why was it not projected in the calculation for future years?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: I was wrong. It was not in for 1988, it was in for 1989-90.

CHAIRMAN (Mr. Erkloo): Thank you. Total headquarters. Ms Cournoyea.

MS COURNOYEA: So, Mr. Chairman, I would assume that the future years anticipated funding would have to be readjusted to take into consideration that \$800,000 has been moved up from 1988-89 to 1989-90.

CHAIRMAN (Mr. Erkloo): Mr. Minister.

Explanation Of "Future Years Anticipated" Projects

HON. GORDON WRAY: Thank you, Mr. Chairman. Yes, there are a couple of things. First of all, obviously the money is going to be influenced by the transfer of the interterritorial reconstruction and all the money will go in one pot. Secondly, in your budget document where you see future years anticipated, the only amounts shown in future years are for ongoing projects. If, in fact, there is money planned for 1988 and it is a project that has not been done before, it would not show up under future years. Only ongoing projects are shown up in future years.

CHAIRMAN (Mr. Erkloo): Thank you. Total headquarters, \$11,948,000. Mr. McCallum.

MR. MCCALLUM: Thank you, Mr. Chairman. I heard the Minister indicate that he was talking about what is commonly called the Fort Smith highway, from kilometre 61 to 96.4 in our book. But you are talking about the nine or so kilometres that you are going to work on from 87.5 to 96.4 kilometers. Is that where you are cutting it?



CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: (Microphone not on)

MR. McCALLUM: Mr. Chairman, the Minister is not reducing the amount of money that he would be spending from what I would call the Hay River turnoff going south to Smith, so you are going to continue to spend \$655,000 this year, and more further on for the first 61 kilometres. Right?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: Correct, Mr. Chairman. It is \$700,000.

CHAIRMAN (Mr. Erkloo): Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. So the area that you are reducing the work, where you were going to spend one million dollars, is those nine or so kilometres, from kilometre 87 to 96. You are going to reduce that area and not spend as much money on it. What will you be spending the \$700,000 doing then?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: First of all we have to clear up what road we are talking about. Kilometre 61 to 87 on Highway 5, is from the Little Buffalo River junction toward Fort Smith. It looks like it is about a third of the way past the Little Buffalo River. So it is from kilometre 61 to 87 from the Little Buffalo River junction out toward Smith. The \$655,000 is going to chip-seal the surface. I will show the Member a map if he is confused.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. McCallum.

MR. McCALLUM: Mr. Chairman, are we reading from the same music sheet? I am on page 8.18. It says, "Fort Smith Highway 5, km 0.0 to km 61.0". Now I understand that that is the turnoff just before you get into Hay River and you hang a right, if you are going in toward Hay River, and you start down the road. Okay, you know where we are now?

HON. GORDON WRAY: If you are coming from Fort Smith, you would hang a left.

--Laughter

MR. McCALLUM: Only certain people are left wingers. You are not doing any work that I see in here, between km 61 and km 87. No. That is right, Gordon, you have got it right, you are not! It is not there!

---Laughter

You are starting then, gee -- scrub time.

---Laughter

CHAIRMAN (Mr. Erkloo): Can we have order, please? Order. Mr. McCallum.

MR. McCALLUM: Mr. Chairman. I am concerned about the third item from the bottom on page 8.18. It says, "Fort Smith Highway 5, km 87.5 to 96.4". You were going to spend a million dollars on that. Now you are going to spend \$700. That is roughly...

MR. MacQUARRIE: \$700,000.

MR. McCALLUM: \$700,000, yes, seven dollars.

---Laughter

That may come too. That is roughly about five miles of work. Now, what I want to know is, on that five mile stretch of highway, what are you spending \$700,000 on? Okay, know where we are now?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

Correction To Capital Estimate

HON. GORDON WRAY: Thank you. The first problem is the capital estimates document is wrong.

---Laughter

Where you see "Fort Smith Highway 5, km 87.5 to 96.4", it should read, "km 61 to km 96.4".

MR. McCALLUM: Now it makes more sense.

HON. GORDON WRAY: Now, we were planning to spend a million dollars on km 61 to km 96.4. We are cutting back \$300,000, so now we will spend \$700,000 from km 61 to km 87. The \$700,000 will be spent in chip-sealing that road. And we are not going to do any work on the remaining nine kilometres. So now instead of saying 61 to 96.4, it should say 61 to 87.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. You see how easy it is once you get the right figures down? I mean we would not have had to have gone through this whole business if we had the right music.

I move we report progress, and that is progress getting chip treatment on.

AN HON. MEMBER: (Inaudible comment)

MR. McCALLUM: Finish the what?

CHAIRMAN (Mr. Erkloo): All those in favour, raise your hand. Down. Opposed, if any? We continue until six o'clock, which is only two minutes anyway. Total headquarters, \$11,948,000. Agreed? Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Could I have an indication from the Minister, then, when he will continue with this treatment of the highway, for the remaining previously contemplated work on that highway? What year?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: The remaining nine kilometres does not show on the five year capital plan.

---Laughter

CHAIRMAN (Mr. Erkloo): Mr. McCallum.

MR. McCALLUM: Then what is there now for what was done in the past year, the \$450,000, when do you consider that you are going to reintroduce that \$300,000 then?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. GORDON WRAY: I cannot commit a future government to expenditure of money.

---Laughter

CHAIRMAN (Mr. Erkloo): The Chair recognizes the clock now. We will now rise to report progress. I want to thank the witnesses.

MR. SPEAKER: Order, please. Mr. Erkloo.

ITEM 18: REPORT OF COMMITTEE OF THE WHOLE

REPORT OF COMMITTEE OF THE WHOLE OF BILL 1-87(1), APPROPRIATION ACT, 1987-88

MR. ERKLOO: Mr. Speaker, your committee has been considering Bill 1-87(1), Appropriation Act, 1987-88, and wishes to report progress with the Department of Health being concluded.

Motion To Accept Report Of Committee Of The Whole, Carried

Mr. Speaker, I move that the report of the committee of the whole be concurred with.

MR. SPEAKER: Thank you, Mr. Erkloo. The Members have heard the report of the chairman of the committee of the whole. Are you agreed?

SOME HON. MEMBERS: Agreed.

---Carried

MR. SPEAKER: Thank you. Announcements and orders of the day, please, Mr. Clerk.

CLERK OF THE HOUSE (Mr. Hamilton): Announcements, Mr. Speaker, there will be a western caucus meeting immediately after adjournment this evening. There will be a caucus meeting at 9:30 a.m. tomorrow morning.

ITEM 19: ORDERS OF THE DAY

Orders of the day for Thursday, March 5th, at 1:00 p.m.

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. Petitions
10. Reports of Standing and Special Committees
11. Tabling of Documents
12. Notices of Motion
13. Notices of Motion for First Reading of Bills
14. Motions
15. First Reading of Bills
16. Second Reading of Bills
17. Consideration in Committee of the Whole of Bills and Other Matters: Tabled Document 1-87(1); Bills 1-87(1), 7-87(1), 6-87(1), 2-87(1)
18. Report of Committee of the Whole
19. Orders of the Day

MR. SPEAKER: Thank you, Mr. Clerk. This House stands adjourned until Thursday, March 5th at 1:00 p.m.

---ADJOURNMENT

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